

Bostrom stays hot, wins Brainerd

CYCLE NEWS

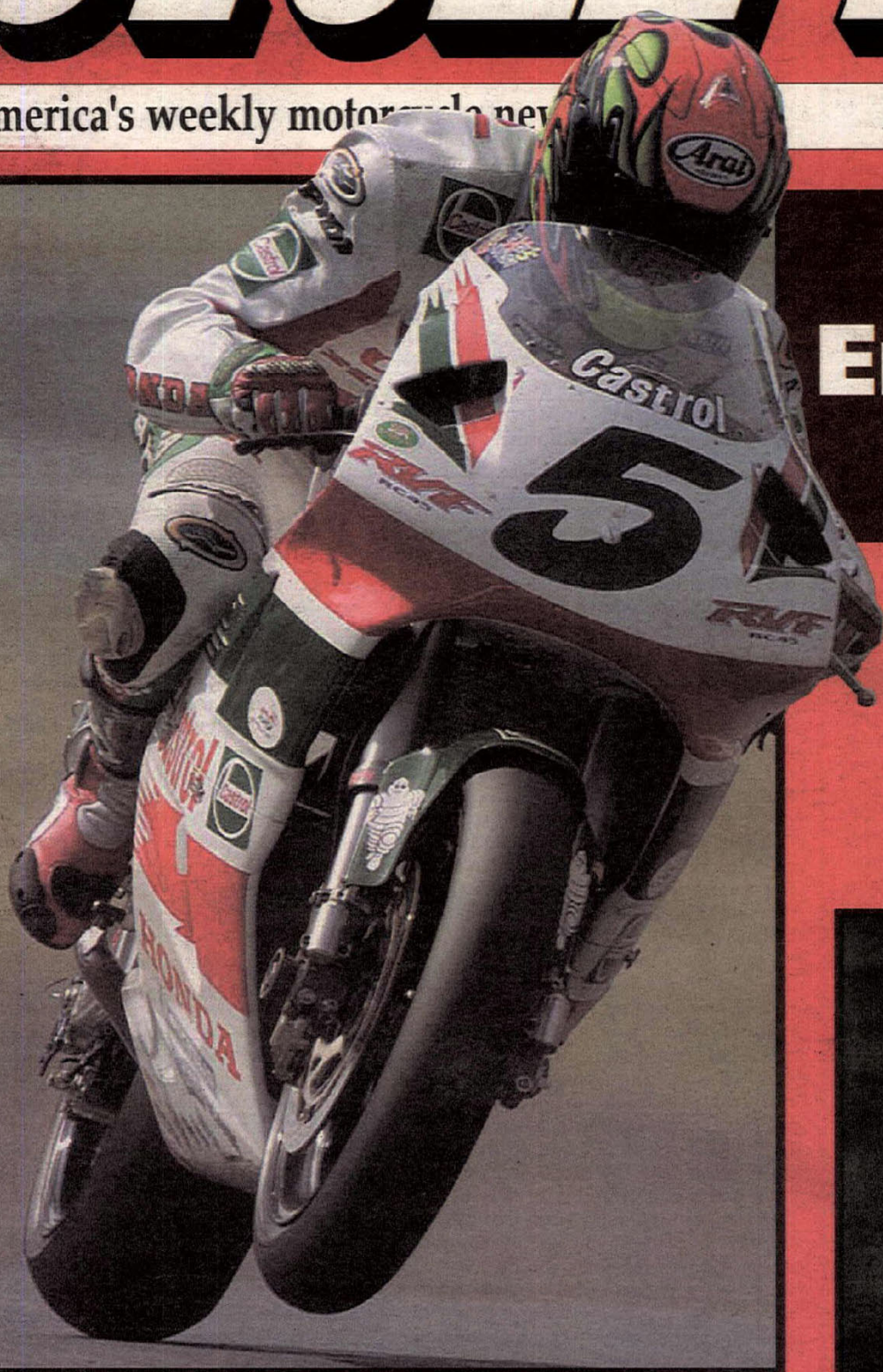


America's weekly motorcycle news

August 11, 1999: Number 31

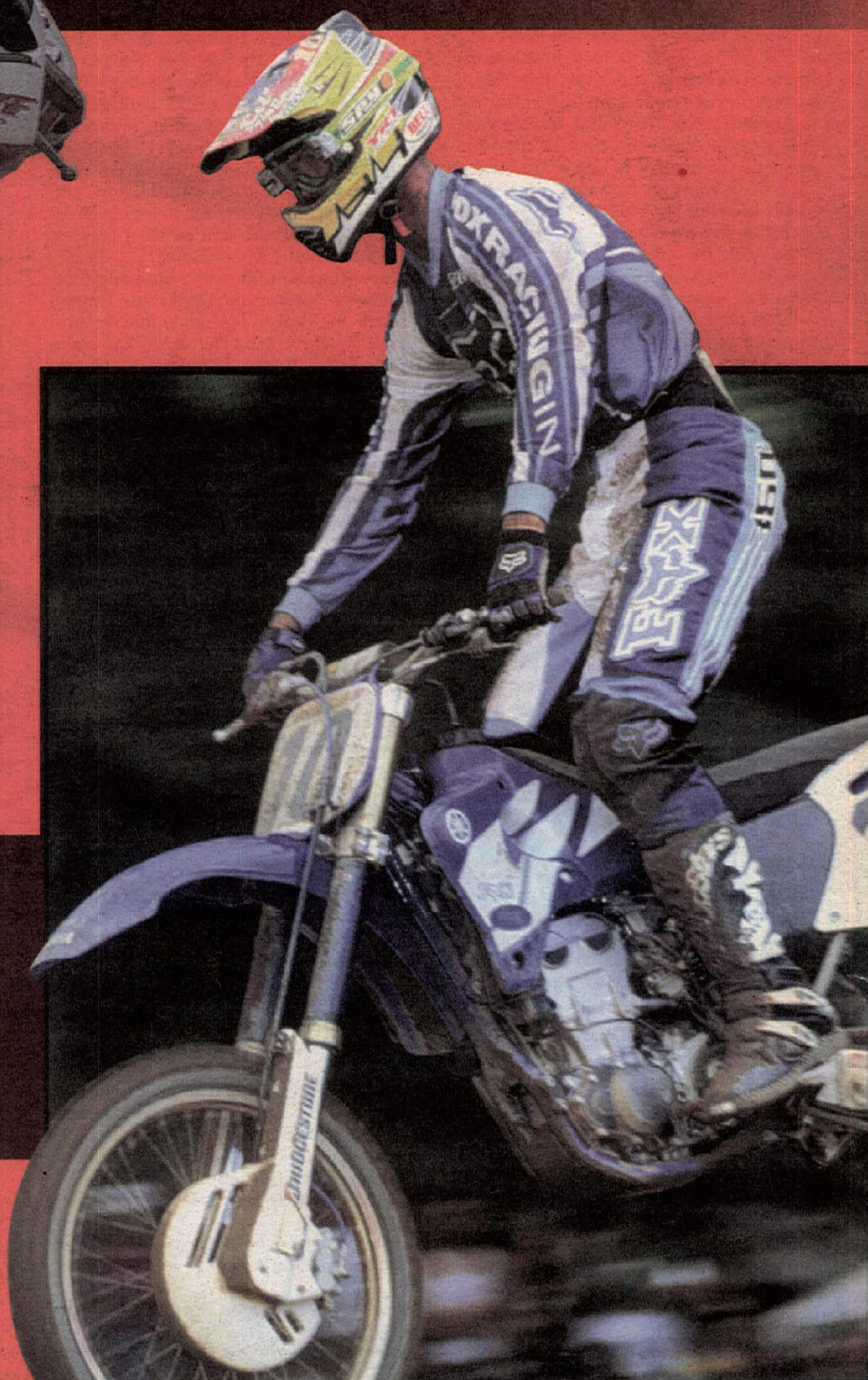
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ON THE BUTTON
AT WASHOUGAL**

TIME DATED WEEKLY NEWS



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Chad Disbennett (Tri) continued his mastery of the White Rose Motorcycle Club hill in Jefferson, Pennsylvania, with his third win at the facility coming on August 1. Disbennett topped **Paul Pinsonnault** (Hon) and **Phil Libhart** (Tri) to win the 540cc class. In the 800cc class, **David Watson** (Hon) captured the win over **James Large** (H-D) and **Bob Templeton** (H-D). Templeton holds a one-point lead over **Tim Frazier** (H-D), who was fourth in Jefferson. Only seven points separate the top five after five of 13 rounds. In the 540cc championship, **Ted Wilkins** (Rtx), who was 10th in Jefferson, is tied with **John Hamilton Jr.**, a non-factor at Jefferson, for the championship lead. The pair are just a single point ahead of Libhart and four points clear of Pinsonnault.

Spud Walters (Yam) won the AMA Western Four-Stroke National MX Series round held at Washougal Motocross Park in Washougal, Washington, on July 31. The runner-up was **Dustin Nelson** (Yam) with **Paul Winn** (Yam) finishing third.

Rain forced the cancellation of round 10 of the AMA Grand National Dirt Track Series at Eldora Speedway in Rossburg, Ohio, on July 31. With inclement weather surrounding the area, the AMA attempted to speed up the show by eliminating the semis and transferring the top five riders in each of the four heat races directly to the main event. The heats went off without a hitch, but, after a delay for rider introductions, another shower flooded the racing surface while the riders were taking to the track for the main event. The rain stopped again just after 11 p.m., but efforts to reprep the track were wasted when a serious squall came in minutes later. With no choice, AMA officials followed the protocol of giving each main event contender one championship point, and the purse was paid according to the riders' finishing times in the regular heat races. **Rich King** (H-D) won the night's fastest heat, posting a time of three minutes, 20.609 seconds to earn first-place money. **Kevin Varnes** (H-D) won the second fastest heat for a second-place payday. **Scott Parker** (H-D) was credited with third, and **Chris Carr** (H-D) fourth.

Speaking of **Kevin Varnes**, the Saddlemen Racing/Lancaster H-D/Dodge Brothers rider managed to break his

own four-lap speed record during the scratch qualifying heats for the Eldora Half Mile on July 31. Varnes posted a time of one minute, 21.690 seconds, eclipsing his own mark of one minute, 22.878 seconds. The old record was set during the 1996 edition of the race, in which he later crashed and suffered a badly broken leg, finishing him for the season.

Although they would not get the chance to contest the main event, two Grand National dirt trackers managed to score the first main event berths of their careers at the Eldora Half Mile. **Shawn Clark** (H-D) of Groton, New York, picked up 17th-place money, while **Kyle Long** (H-D) of Clayton, Indiana, was credited with 20th place.

In the aftermath of the tragic Du Quoin Mile crash which claimed the life of Davey Camlin, there is good news. Both **Johnny Murphree** and **Brett Landes** were released from the hospital the week following the incident. Murphree suffered a broken left arm above the elbow, as well as several scrapes and bruises. Although he is likely lost for the rest of the season, Murphree is expected to make a full recovery. Cards and letters may be sent to: Johnny Murphree, c/o Coziahr Harley-Davidson, 350 S. Route 51, Forsyth, IL 62535. Landes suffered a cracked left collarbone and compression to some of his vertebrae, as well as some swelling in the elbow and hand and some cuts. Landes may yet return to competition this season. Cards and letters may be sent to: Brett Landes 119 Harwood Ct., Los Gatos, CA 95032. **Gary Rogers** underwent the scalpel of renowned orthopedic Dr. Arthur Ting to repair the broken left ankle that he suffered in the crash. The ankle has been plated, and Rogers is reportedly shooting to return by the Labor Day double-header at Springfield. Cards and letters can be sent to: Gary Rogers, 3914 Wellington Square, San Jose, CA 95136. **Kevin Atherton** suffered a badly broken right leg in the crash and has since undergone several surgeries to repair and set the broken bones with an external fixator. Rumors that he had lost, or still could lose, his leg as a result of the crash are completely false. Atherton is expected to make a complete, if slow, recovery. He has remained in St. Louis University Medical Center in St. Louis, Missouri, but he may be released as early as Monday, August 9. Cards and

Ricky the Tiger

Kawasaki's national print advertising campaign will feature **Ricky Carmichael** cereal to help promote its new line of KX motocross bikes. The new ads will be featured nationwide beginning in August.

"The campaign is, of course, aimed at amateur dirt bike racers and will feature the KX models, ranging from our new 65cc model for the younger rider, up to the established KX250," said Bob Moffit, vice president of marketing and product management for the Kawasaki Motorcycle Division. "We want to convince racers across the country that Kawasaki's KX dirt bikes give them their absolute best chance of winning, and we feel this campaign is right on the mark in attempting to achieve that goal."

The campaign was put together by Bozell Worldwide's Southern California office in Costa Mesa, California.



letters may be sent to: Kevin Atherton, 16689 U.S. 12, White Pigeon, MI 49099.

Eddie Mulder, Ltd., and **Gene Romero Promotions** are teamed up once again to run the **Cal Expo Vintage Mile** on the Cal Expo State Fairgrounds in Sacramento, California, on September 19, the day after the AMA Grand National Dirt Track Series round scheduled there. The event will be the fifth and final round of the West Coast Vintage Flat Track Series, and it will include a vintage bike show and swap meet, Harley-Davidson 883 race and the Rod Lake 600cc Support Invitational race. Entry blanks for the racing and the bike show will be available shortly. For more information, call 661/268-0105.

The Red Bull Yamaha team completed two days of testing at the Valencia circuit in Spain on July 30, with team newcomer **Garry McCoy** turning in some 128 laps over the two days. The Australian lapped at a best of 1:37.73. "It was well worth coming, both to learn the track for the GP and to do some more work with the bike," McCoy said. "We had a good number of tires to test and between the good work that Michelin have been doing and getting the rear suspension dialed in for me, we've found a good part of the traction that I seemed to be missing before. I've also been trying some different cornering styles to make the best of the 500 and am definitely moving forward there. There is still more to come all round - both from me and the bike - but I'm happy with the direction and the progress." McCoy's teammate **Regis Laconi** was also at the test. The Frenchman turned in 158 laps with a best time of 1:37.76. Laconi was fresh from his recent outing in the Suzuka 8 Hours in Japan.

Prior to the test in Valencia, the Red Bull team also hooked up with the Marlboro Yamaha team for a test at Brno in the Czech Republic, July 26-28. **Max Biaggi** emerged from the test with the quickest lap time, a 2:01.5 - inside the lap record of 2:02.335 set by Alex Criville in 1998. The team tested two new chassis, cylinders, exhaust and crankshaft combinations as well as suspension and tires. "The new chassis, in particular, gave me an immediate improvement," Biaggi said. "It was more neutral and I was able to produce my best times almost immediately. We've done some more

work on improving the consistency and all-round performance of the bike in a few other areas, and today we put the various combinations together. This test was very important for me, as it gave me the opportunity to find a new direction - not only for the rest of the season, but for the start of next. We tested many things, found so many positives and it makes me very motivated. The new chassis, in particular, will be very important to use and the results we have with it are encouraging. It will be interesting to see how it performs here in the race, but I am really confident about the way we are progressing." Biaggi's teammate **Carlos Checa** also took part in the test and he was also inside Criville's lap record, though he crashed twice on the final day.

For those of you who missed it in last week's issue, the AMA has announced the 1999 Motocross des Nations team that will compete in Indaiatuba, Brazil, on September 26. Team Kawasaki's **Ricky Carmichael**, Team Honda's **Kevin Windham** and Jack In the Box Honda's **Mike LaRocco** will attempt to give the United States its 15th win in the series.

Round seven of the **AMA So. Cal Motocross Series** will be held at the new Lake Elsinore Motocross track on August 8. For more information, call Mike Tarter at 714/692-0345.

Bauer Ducati will hold a "Customer Loyalty Appreciation Celebration" on Saturday, August 14, from 10 a.m. to 4 p.m. at the dealership in Oklahoma City, Oklahoma, with special guests **Eraldo Ferracci** and former 500cc World Champion **Kevin Schwantz** scheduled to attend.

The Larry Roeseler-hosted **Stroker's Invitational Golf Tournament** will be held at the Hesperia Golf & Country Club in Hesperia, California, on August 27, beginning at 9 a.m. The tournament will benefit the Ride For Kids charity. For more information, call 760/948-2871.

Ducati's World Supersport factory rider **Paolo Casoli** suffered a fracture and dislocation of his left shoulder in a testing crash at the Rijeka circuit in Croatia on Wednesday, July 28, forcing him out of the British round of the championship at Brands Hatch on August 1. The Italian

Kocinski vs. Bell Helmets

Former World Champion **John Kocinski** and Bell Motorcycle Europe will meet in an Orange County, California, court on January 3, 2000, to decide the outcome of a lawsuit between the two parties.

In the lawsuit, filed in the Superior Court of the State of California in Santa Ana, California, Kocinski alleges that Bell has breached its contract with him by failing to pay him money owed on a contract that went into effect in November of 1995. According to court documents, Kocinski claims that Bell owes him \$748,000 for contract money, championship bonus and royalty fees for John Kocinski signature helmets sold by Bell.

In addition to the breach-of-contract cause of action, Kocinski is also suing for negligence, fraud, accounting, intentional interference with prospective economic advantage, wrongful appropriation of image for commercial purpose, breach of contract implied in fact, quantum merit and common count. The suit has been officially filed against Bell Motorcycle Europe S.r.L., Bell Helmets Inc. and International Sports Marketing Inc.

"It's extremely unfortunate that Bell Motorcycle and Bell Helmets are not willing to pay what they owe John, and they're also not allowing him to concentrate on what he should be concentrating on - his racing," said Scott McEwen, Kocinski's lawyer. "We just hope they come to their senses."

According to McEwen, Bell's contention is that no contract between the two parties exists, though he also points out that over \$300,000 had already been paid to Kocinski on the contract Bell claims doesn't exist.

"They've partially paid on the contract and they've also sold John Kocinski signature helmets worldwide," McEwen said.

Rickardsson wins controversial British Speedway GP

will likely be out of action until the Austrian round of the World Supersport Championship, scheduled for August 29.

Lotus Tours has announced that it has arranged permits with the Chinese government to ride motorcycles from Katmandu, Nepal, to Lhasa, Tibet, from May 2 to May 15, 2000. The route will cross three 16,000-plus-foot-high Himalayan passes on the way to Lhasa, Tibet's capital. Cost for the trip will be \$5040 for rider and \$4480 for passenger. For more information, call 312/951-0031 or visit the Lotus web site at <http://www.lotustours.com>.

Ralph Razee, 87, the founder of Razee Motorcycle Center in Providence, Rhode Island, died on July 23 at South County Hospital in Providence. Razee was a charter member of the Rhody Rovers Motorcycle Club and a life member of the AMA. Razee is survived by his wife, Marion, two sons, Gordon and Ralph Jr., and a granddaughter.

Excelsior-Henderson recently shipped its 1000th Super X motorcycle, according to a press release from the company.

Several riders underwent **FIM drug and alcohol testing** at the Laguna Seca round of the World Superbike Championship on July 11. Alcohol tests were given to **Colin Edwards II**, Robert Ulm, **Eric Bostrom**, Wilco Zeelenberg, Christophe Cogan and Paolo Casoli, with all the riders passing. Drug tests were given to **Anthony Gobert**, Akira Yanagawa, Gregorio Lavilla, Vladimir Karban, William Costes, Michele Malatesta and **Brian Parrott** and again, all were found negative. According to the FIM, Gobert also passed a drug test on June 29, two weeks prior to the event.

International Speedway Corporation announced on July 26 that it has completed its merger with **Penske Motorsports Inc.** after both companies held special meetings with their respective stockholders, who then approved the merger. The merger now positions ISC as one of America's leading providers of motorsports entertainment, with 10 major motorsports facilities across the country, including a 90-percent interest in the Homestead-Miami Speedway. "We are delighted to welcome Roger and Greg Penske, Walter Czarnecki, and

Reigning World Speedway Champion Tony Rickardsson (center) put himself back in the frame to retain his title with a stunning display in an action-packed British Grand Prix at Coventry Speedway in Coventry, England, on July 31. Rickardsson was unstoppable, and he is now the main threat to series leader Tomasz Gollob, who leads the competition by nine points with two rounds to go. Rickardsson started the hot, sticky night 24 points behind the Pole.

"I have never had a good GP in Britain before, and it's something I wanted to put right," Rickardsson said afterward.

America's Greg Hancock (right) also made up ground on Gollob, who finished eighth on the night after a controversial Consolation final, by coming home third in the Main Final. Hancock now trails the Pole by 26 points, and is surely too many adrift to threaten Gollob in the last two rounds at Bydgoszcz, Poland and Vojens, Denmark.

A temper tantrum from Gollob threatened a rider's rebellion after a controversial Consolation final. Gollob had been relegated into last place on the back straight when he pulled up, believing the race was being stopped. The Pole insisted he had been distracted by flashing yellow lights left active around the track exterior by Hungarian referee Istvan Darago. He dumped his bike on the starting grid to angrily remonstrate in Darago's direction. In the ensuing chaos, it appeared that the race lasted five laps instead of four, and once it had finished, Gollob hurried back to the pits to confront Race Director Ole Olsen. Whether Gollob could distinguish between red and yellow in a split second is open to question, but the fact that the other three riders carried



on did little to support his case.

Once the dust had settled, Rickardsson moved to within nine points of Gollob by rocketing off gate one to take first place - and 25 points - in the Main Final. Chris Louis (left), who twice ran last places and salvaged his progress with some terrific yo-yo passing in heat 15, snaked under Greg Hancock for second, with Hans Nielsen, in his final meeting at Brandon, trailing in fourth off the unfavorable outside grid.

the entire Penske Motorsports team to ISC," said William C. France, chairman and CEO of ISC. "With their involvement, ISC will further the potential of its facilities and related motorsports businesses. In addition, the contribution of PMI's management will be instrumental in developing new tracks in key markets, including Kansas City, Chicagoland, New York and Denver."

Tyler Evans (Suz) was the big winner at the 14th annual Lake County Fair Stadium Motocross held in Grayslake, Illinois, July 28-29. Evans won every single main event of the two-night fair race and pocketed over \$5100 for his efforts. On Wednesday, Evans beat **Junior Jackson** (Kaw) and **Mike Katin** (Suz) in the 125cc class and then came back to score the win ahead of **Keith Johnson** (Yam) and **Damien Plotts** (Yam) in 250cc action. On Thursday, Evans crossed ahead of Johnson and Jackson in the 125cc main and **Tom Hofmaster** (Suz) and Johnson in the 250cc final.

PACE Motor Sports, the promoters of the AMA EA Sports Supercross Series,

has announced that it will promote a five-city **freestyle motocross tour**, beginning in September. The tour will be sanctioned by the International Freestyle Motocross Association (IFMA) and will be sponsored by Vans, who will back a Vans Triple Crown of Freestyle Motocross - a three-event series within a series. "We watched the growth of freestyle motocross over the last several years and are full-on into the sport's participants and direction," said PACE vice president T.D. Lovett. "We're dialed-in on the potential of this cutting-edge competition and are stoked to be able to deliver FMX to a much more mainstream and popular status." The schedule is as follows: Selland Arena, Fresno, California (September 17-18); The Idaho Center, Nampa, Idaho (October 15-16); The Sports Arena, San Diego, California (November 5-6); Arrowhead Pond, Anaheim, California (November 12-13); The Cow Palace, San Francisco, California (November 19-20). PACE also announced that the events will be televised on espn2.

Ohlins is preparing to release its first

aftermarket front-fork assembly for the streetbike market, according to a source close to Ohlins, reports *Cycle News* contributor Tracy Hagen. The first offerings will be for the Yamaha R1, Ducati 916 and the Honda CBR900RR. The fork assemblies will be complete bolt-on units that will require no fabrication of special parts by the customer. The fork will be modified from the popular race fork sold by Ohlins in such areas as improved dust seals. The street bike fork is already standard equipment on production Yamaha R7s. No price or release date has been announced.

Suzuki's 500cc World Championship contender **Kenny Roberts Jr.** will be the special guest at Sport Bike Night at In Cahoots in Sacramento, California, on August 9 from 7 to 9:30 p.m. For more information, call Mike Summers at 916/373-1557.

Showcase Bike Night at the Speedway Café in Newport Beach, California, will feature Team Yamaha's **Rich Oliver** as the special guest. For more information, call FS Productions at 714/585-2930.

BORN: Yannick-Tyger Romeo-Pascal Hoppen, to photographer Frank Hoppen and his wife, Mary, July 20, in Irvine, California.

BORN: Henry Cole Mattson, to District 37 Enduro Champion, Erik Mattson and his wife, Piper, in Long Beach, California, on July 22.

OPENED: Former Grand National Champion Chris Carr's home page on the World Wide Web. The site can be found at the following address: <http://www.chriscarr.com>.

OPENED: ONE Industries' home page on the World Wide Web. The site can be found at the following address: <http://www.oneindustries.com>.

OPENED: M3 Racing's home page on the World Wide Web. The site can be found at the following address: <http://www.m3racing.com>.

OPENED: Innovation Sports' home page on the World Wide Web. The site can be found at the following address: <http://www.innovationsports.com>. **CN**

Beirer wins Polish 250cc GP

German rider Pit Beirer, of the Winfield Kawasaki team, won the Polish 250cc Grand Prix at Gydia, Poland, August 1. Beirer scored 1-3 results and is now 20 points ahead of his closest rival, Frederic Bolley, in the race for this year's FIM World Championship 250cc MX title.

Beirer looked strong in winning the opening moto and had it not been for a fall in the second moto, he may well have taken two wins in the dusty Gydia circuit.

Second place went to Bolley, who rode his Radson Honda to 8-1 results, tallying 28 points on the day, while third place went to Honda's Ryan Hughes, with 6-2 finishes.

Josh Coppins rode an impressive race, taking his first-ever podium with his third place in the first moto, but then he scored a sixth place in the second moto for fourth overall.

"I was really happy with the first moto," Coppins said. "I've been chasing a podium all year long, to finally get it is a nice feeling."

Bolley was the most unlucky of all the riders, as a fall in the first moto left him in last place, but he fought back to finish eighth. Hughes was also involved in the crash and came back strong.

Suzuki's Mickael Pichon made his '99 GP debut at Poland and pulled off a second-place finish in the first moto, but mechanical problems in the second moto ended his day prematurely.

With four rounds left in the series, Beirer now has 339 points to Bolley's 319. Frenchman David Vuillemin, who went 5-8 on the day, is currently in third with 293 points, while Hughes is fourth with 279.

In front of 20,000 screaming spectators, KTM four-stroke riders again performed well in the FIM World Championship 500cc MX Series, as Peter Johansson went 1-4 on the day, earning the overall victory at the Belgian 500cc Grand Prix at Namur, Belgium, August 1. Fellow KTM rider Shayne King finished out the day with 7-2 moto finishes for third overall. Dutch rider Willie Van Wessel grabbed runner-up honors after posting 2-3 results.

Major problems, once again, struck defending champion Joel Smets. In the first moto Smets' Husaberg broke, and in the second moto he rebounded with a fifth. Smets is now in fourth place in the series, 63 points behind series leader Andrea Bartolini, who went 10-2 on the day.

With only four rounds left in the series, Bartolini enjoys a 40-point lead over Johansson in the championship point standings.

Johansson was obviously very happy to nab yet another overall victory.

"I never would've thought I could be in the position to win the championship at this stage," he said. "We worked hard and on this technical track the KTM was awesome, just awesome."

By Geoff Meyer

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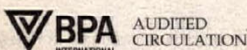
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Gavin Lee at speed on his Yamaha TZ125 at this year's Isle of Man TT.

Summertime success

The Summertime that was promoted by Steve McLaughlin on July 10 was a success, especially from a rider's point of view. Considering it was a first-time event, things went smoothly and were well-organized.

All the riders, whether big-name or privateer, were consulted on track design and safety. For example, if a portion of the track was unsafe or could be improved, the promoter gladly changed the track per the riders' suggestions. In addition, plenty of free guest passes were provided for family and friends and we weren't charged an entry fee to participate in the event and we weren't charged for mechanic passes. We were treated to a superb, healthy and free dinner along with family and friends.

Overall, this event should be taken seriously, it should be recognized by other organizations and hopefully it will continue and receive the support of all the motorcycle industry.

Travis Hodges
Albuquerque, NM

Gavin Lee remembered

I recently received news that my friend Gavin Lee was killed in a racing accident at the Southern 100 at the Billown circuit in the Isle of Man.

Gavin was one of the happiest people I have ever known. No matter what went wrong with his life, in racing or off

the track, Gavin had the ability to give a little chuckle and shrug it off as just a minor annoyance. His attitude was infamous among his friends and fellow racers. When something went dreadfully wrong at the track, we would look at each other and think of Gavin beaming his trademark smile, and everything would suddenly come into perspective. It was impossible to dislike Gavin.

I looked up to him, cheered for him, and helped him with pit signals as he ran down Joey Dunlop in the Ultra-Lightweight TT in 1996. I took great thrill in being there when we showed him a "Plus O" at the Gooseneck on the final lap as he raced with the legendary Irishman. I'll always remember his sincere and appreciative subtle nod of his helmet as he acknowledged our signal, tucked in tighter and sped away.

I remember his stint on a Gilera single as a lark in the very first Singles TT in 1994, Gavin "having a go" on a totally stock street bike in the race, with no hopes of a decent finish, just a bit of fun. I'll never forget showing him the handwritten signal of "Beer Time" as he approached Creg-Ny-Baa for the final time and then rushing to the car so we could get to the paddock and celebrate with him.

I recall faxing him gearing information for his TZ as he prepared to travel to Daytona this spring, his first trip to the States to race. He did well in the race on a stock bike carried over in pieces as

luggage. He came and visited me, and promised that he'd be back next year, thanking me for my assistance and asking me if I could help again at the TT.

He came from a racing family, his popular and gregarious father, Brian, a regular at the TT. Brian walked with a cane, a permanent scar from a racing mishap. He always supported his son and was thrilled to watch him every time he climbed aboard a motorcycle and gave 100 percent.

Gavin leaves behind his wife, Tanya, and his young son, who is not yet two years old. My sympathies go out to Tanya and Gavin's family. Godspeed, my friend.

Rick Matheny
Lilburn, GA

Times, they are a-changin'

How times have changed. I remember when trying to catch a motorcycle race on television was an exercise in frustration. Now, thanks to Speedvision, we have the most incredible coverage in the history of the sport. It is great to see that motorcycles are getting the recognition they truly deserve. Kudos to the people who make all that possible and please keep up the good work. We are having an excellent time watching motorcycle racing from all over the world.

On another note, I have noticed that it has become a routine practice for some road racers to stop on the track on the cool-down lap to perform a celebration burnout. While this is very exciting to the racer doing it and to the fans, it is also a dangerous move that brings to mind a fateful afternoon of Grand Prix racing at Laguna Seca when Bubba Shobert's so-promising career was ended in a split second due to that very costly mistake of Kevin Magee doing a burnout. I still remember the shock and disbelief of that afternoon. Someone should do something so that nightmare doesn't repeat itself.

Jose Obando
jmobando@aol.com

TRAC thanks

I am a local Loudon Road Racing Series rider and I would like to take the time to thank Tom Kipp for all the time he spent to make Loudon a better track. Overall, I think he, along with others, succeeded - the track is better and I think safer.

I understand Kipp got a lot of grief at the riders' meeting at Loudon and thereafter resigned as a member of the TRAC

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ON THE FRONT COVER

Colin Edwards en route to the World Superbike win at Brands Hatch. Photo by Gold & Goose. Jimmy Button nabs first outdoor National win at Washougal. Photo by Karl Ockert.



Safety Committee. Although I do not want to ask you not to quit, I do want to let you know that some of the people appreciate the time you and others put in. I stopped by your pit a couple of times at the Loudon National to say this, but you weren't around. The only time I did see you, you had your helmet, leathers and race face on. I figured it was best to let you race.

I would also like to thank Jerry Wood for his efforts in listening to what the local riders had to say and the track owners for investing the money necessary for these improvements.

Micky Curry
Massapequa Park, NY

Davey Camlin remembered

I was saddened to hear of the passing of National #27 - Davey Camlin. Though I never met him, I have read of his triumphs and hardships he endured while pursuing the sport that he loved. He was a competitor and a promoter who will be missed by many.

It is my wish that the dirt track Hall of Fame create a memorial to the many fine men who were taken from us, so that they can be remembered now and forever for their love of the sport.

Terry Denemark
terry@n-connect.net

More Camlin

We would like to express our deepest sympathy to the family of Davey Camlin. We always enjoyed watching his performance at the races we attended. Any time a racer is lost, it is a deep wound to the fans and the competitors. Our hearts go out to his family.

Rick and Barb Howerton
rickbarb@bright.net

Give it to Springer

I keep hearing all of this talk about Scott Parker retiring at the end of the year and it made me think, "What is dirt track racing going to do without him and especially what is Harley going to do without him?"

Then I had a weird idea. What if Harley gave the factory ride back to National #9? That's right - Jay Springsteen. We all know what he did a couple of years back on Bill Werner's backup bike. He beat everyone but Scotty. So let's start a campaign now to get that factory Harley ride, along with Werner's tuning, back for Jay. He deserves it and I think with his newfound health, he

could win it all and then walk away as number one. Wouldn't that be awesome? I think Parker would even agree.

Gregg Bernheisel
Groveland, CA

What now?

I attended the Dairyland Grand National in Plymouth, Wisconsin, this past June. Unfortunately, it was rained out on Friday, then rescheduled for Sunday and again rained out. I've tried to contact the AMA regarding a refund or whatever else they plan to do, but have gotten no response. As a lifetime member of the AMA, I continue to receive requests for donations for legislative causes, yet get no action when it comes to fan support for Class C racing. I realize this is not a *Cycle News* issue, but as you usually get more information, I would appreciate knowing what they plan to do.

When an NHRA event gets rained out and you cannot make the rescheduled date, you send your ticket stub to the NHRA office and they send you a voucher good for any NHRA event the following year. They realize who helps pay the bills. Hello, AMA, are you listening?

Roger Patton
maxwell@sol.net

Unlike NHRA, which promotes all of its own races, the AMA doesn't promote the Grand National Championship - that is left up to individual promoters. In this case, the promoters of the Dairyland Grand National have announced that tickets for the rained-out event this year will be good for next year's race, scheduled for June 10, 2000... Editor

The manipulated

You are being manipulated in an evil game of slander and deceit. I am referring to the recent "news releases" that you have published, accusing Jeff Smith, executive director of AHRMA, of improprieties. The most recent release quoted Jim Redman as saying, "Smith assaulted me..." You surely don't publish every assault charge, but you choose to publish assault charges from one World Champion to another because it sensationalizes your newspaper.

Do you realize that you are being used? That *Cycle News* and Jim Redman are nothing more than pawns in the hands of people intent on tearing down the sport that we love? Think about all

the effect that unsubstantiated press releases have before you embrace World Champion names and sensational claims. You are our common link and we need you to bolster our cause, not dilute it. In the future, wait for a judgment and give us, the motorcycling public, real news. Save sensationalism for the tabloids.

Ron Winget
Two Rivers, WI

Redman dizzy?

Jim Redman must have become dizzy from his lofty perch on the Team Obsolete Honda Six. Jeff Smith and the board have built AHRMA into a successful organization of and for the riders. Team Obsolete lost in court and should stop wasting the organization's time and money. They should also reread section 6.1 of the rule book.

Bruce Stevens
Napa, CA

Seattle x 2

As a first of its kind, the September 25 running of the Seattle Mile at Emerald Downs will feature dual AMA Hot Shoe Nationals. A second race track will be constructed inside the mile oval and competition will alternate between the two courses, treating race fans to two Nationals for the price of one.

The inner track will be a TT track and will provide fans with nonstop action while maintaining the best possible track conditions. At Emerald Downs, that means a freshly prepared surface for the start of each and every race.

The only shortcoming experienced last year was the less-than-perfect track conditions that led to delays between the races when track renovation was completely necessary. This year, when the equipment heads onto the mile track for maintenance, the focus will shift to racing action on the inner track.

Race fans will be able to see their favorite racers in high-speed competition on the mile and then watch them test their skills on the challenging TT track. It will be the first-ever Hot Shoe National where Expert riders can be seen in both 750cc and 600cc competition on the same night.

Rob Moran
Seattle, WA

For ticket information on the Emerald Downs races, call Chris Agajanian Presents at 310/547-9898... Editor

Still confused

I just wanted to say thanks for giving your readers such a concise summary of the AMA's proposed Motocross/Supercross race numbering system in last week's paper (Issue #30, August 4). I'll admit, at first I was a little confused, but fortunately, after reading it 47 times, I came away with an extremely vague yet completely foggy idea of what the AMA is proposing.

Hopefully, everyone but the die-hard motocross/supercross fan will understand the logic behind the new system. That way, they can explain it to me and a few of my feeble-minded friends.

Mike Mount
Capistrano Beach, CA

Put a lid on it

I'm sure Nicky Hayden is destined to become a legendary road racer - if he can stay healthy and injury-free. I'm sure that most would agree that injury is the main career-ender that you see among such talented road racers.

My concern is Hayden's helmetless victory laps. The first one I witnessed firsthand was at Road Atlanta, and I was shocked. I thought to myself, "That's the last time I'll see that." I figured the AMA would fine him for such an action. But then, back home at Mid-Ohio, the story repeated itself.

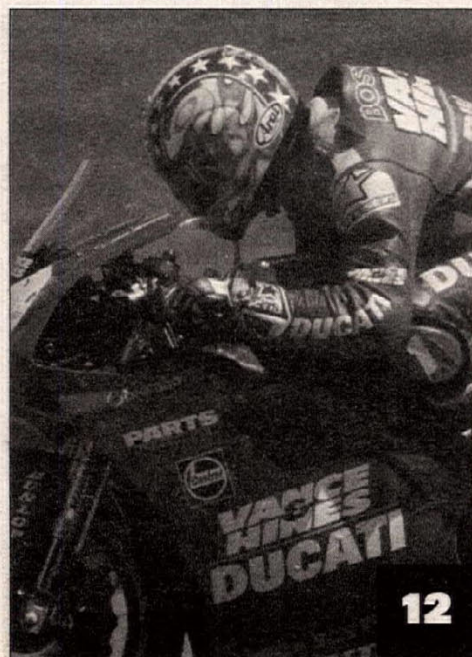
C'mon, Nicky, we know what your face looks like - we see it in the pits, on posters, in *Cycle News* and in other magazines, on TV and mostly on the podium.

Leave the lid on until your feet are on the ground.

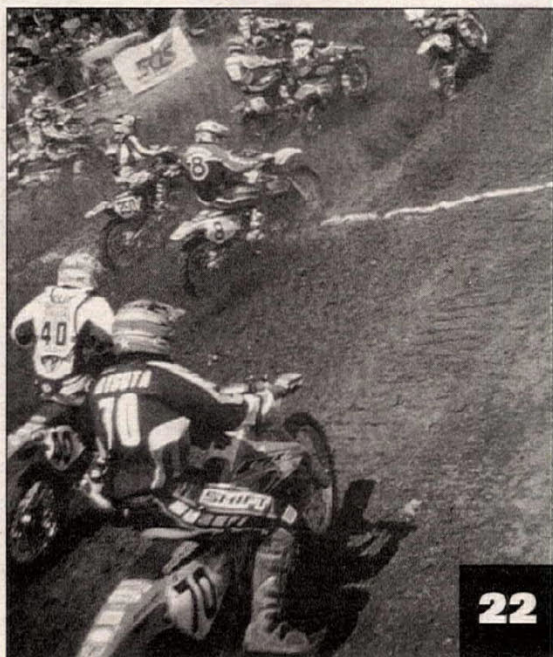
Rod Sanlo
Beloit, OH

The AMA announced at the Brainerd International Raceway round on August 1 that helmetless parade laps would no longer be tolerated... Editor

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22



30

White hot Hondas

By Gordon Ritchie
Photos by Gold & Goose

BRANDS HATCH, ENGLAND, AUG. 1

Not all fairytales come true, and if you don't believe it, ask Carl Fogarty, whose failure to win either of the World Superbike races at Brands Hatch broke the hearts of the 120,911 "Foggy" supporters who packed the Kent circuit with only one shared dream in mind.

It wasn't even to be his teammate's day, as both Ducati riders suffered rear tire problems, in sometimes-dramatic fashion.

It was, without question, Honda's day, with Colin Edwards II winning both legs from his rejuvenated, if slow-starting, teammate, Aaron Slight.

"I planned to win a whole bunch of races this year, so that's another two I guess," Edwards said. "To be honest, I really needed them after a few disappointing results. We had the bike sorted and it was a picture-perfect first race. Apart from Carl Fogarty leading on the first lap, it couldn't have been better. This place is difficult to pass, but I planned to get into the lead as soon as I could and it went to plan. The machine was perfect and I changed nothing for the second race."

Delighted with his pair of cool, assured and (most importantly) fast races, Edwards had more company than his largely solitary race-one ride, with Aaron Slight being the only one to stick to him at the end, finishing a mere .087 of a second behind.

"I came here wanting to get two pole positions and two wins. I didn't get the pole but I'll settle for the wins," philosophized Edwards.

Sharing the advantage that the Honda/Michelin pairing seemed to display with some aplomb at Brands, Slight was once more a happy man, as well he might be after some of the terrible luck and self-destructive moments he has experienced this year.

His only minor disappointment was having to yield to his faster-starting teammate, who sprung into the lead of both races very early.

"I tried to pass Colin in the second race," said Slight. "I had a good look in a few places, but we were on the same bike, with the same tires, and there was nothing between us. I'll take a couple of second places. I'm also pleased for Suzuki and Yamaha to get podium finishes. I want a double at the A-1 ring now!"

Slight is still without a win this season, but in light of his most recent form, that will surely come soon.

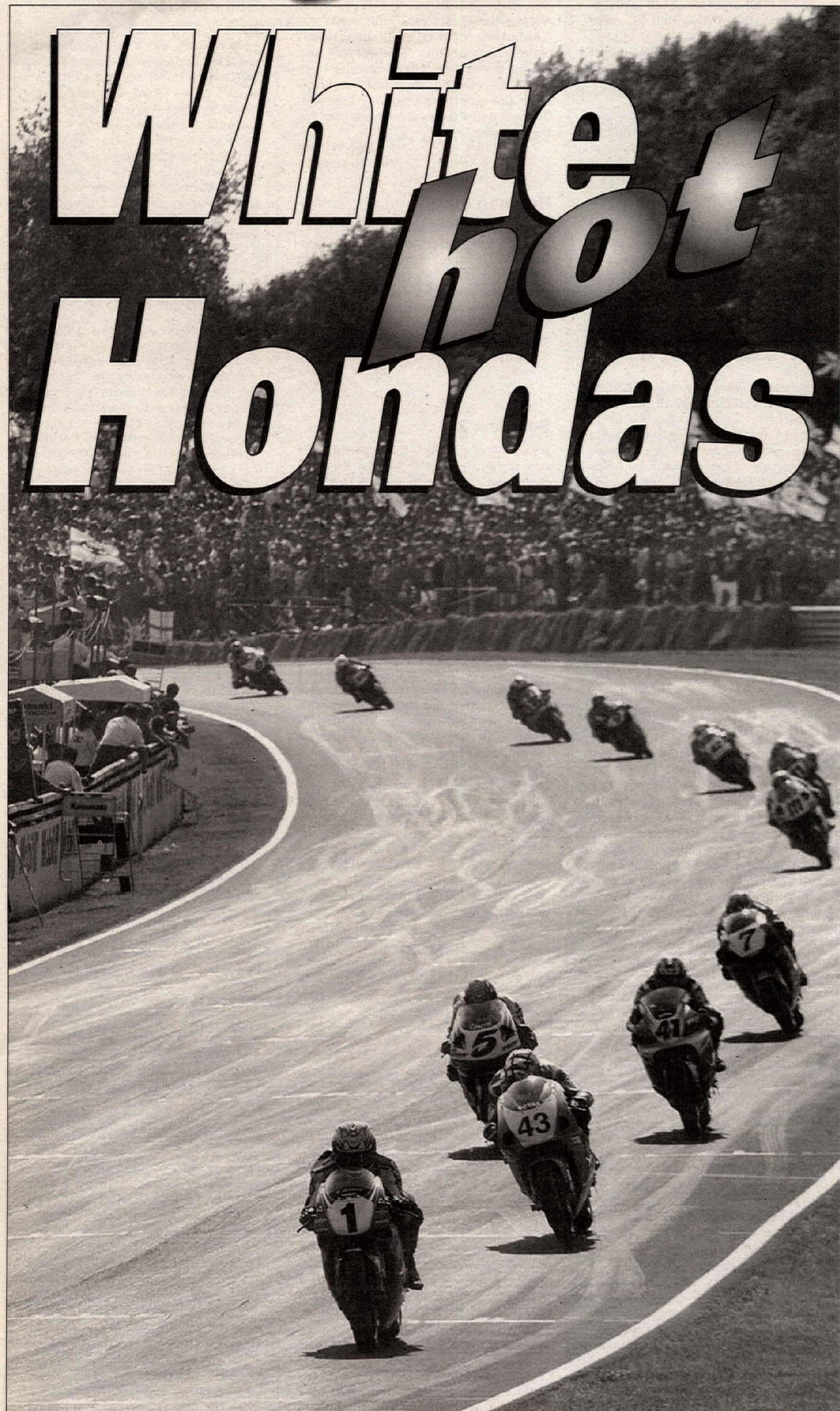
The aforementioned Yamaha and Kawasaki riders were Pier-Francesco Chili in the first race (a man who loves Brands Hatch) and Noriyuki Haga (who spent most of practice telling everyone how much he hated the place) in the second.

Chili, in a strong third position in race one, had to make do with a single finish when his rear Dunlop disintegrated with such violence that it broke his rear seat squab in the second leg.

"The rear tire started to slide about in the first race at an early stage, but it was completely useless in the second race," said a tight-lipped Chili.

Haga was a revelation in race two, after his usual early-lap attack turned into something more substantial than of late.

"I made a bad tire choice in race one, and changed the compound for race two," Haga said. "That was much better and I'm really happy to be on the podium at a circuit I do not enjoy."



Much to the delight of the huge crowd, Carl Fogarty (1) led the way in the second race, with fellow Brit Chris Walker (43), Colin Edwards II (5), Noriyuki Haga (41) and Pier-Francesco Chili (7) giving chase.

The first Ducati home in each race was down in fourth place, with the surprise figure of John Reynolds coming on strong on his British Championship Reve Red Bull machine - largely because his Michelin rear lasted the pace far better than any of his rivals.

Hunting down Troy Corser in the final stages, Reynolds, a former World Superbike factory pilot with Suzuki, overcame the factory Ducati man on the last lap.

The second race was almost a consolation for Fogarty, bitterly disappointed to have to pit to replace a chunking tire in race one.

"Big lumps of rubber were coming off the tire in the first race," Fogarty said. "It was like riding a bicycle with square wheels. If I hadn't pitted to change the rear I would have crashed. I'd like to apologize to everyone who came here to see me win today, but sometimes these things just aren't possible - through no fault of my own."

Rejoining the first race proved to be a vainglorious effort, being a whole lap down on the leaders, finishing 19th and taking his first no-score of the season.

His ride in race two was gutsy and determined to the extreme, with no answer to his terminal tire problem coming in the gap between races.

With Troy Corser in similarly dire tire straights, it was a disastrous day for the factory Ducati squad, with Corser fifth and 13th.

"I can't explain what happened today," Corser said. "The same tires we used in our long practice runs yesterday gave good results, but in similar temperatures today they disintegrated. We put on a harder tire for race two, but it made no difference at all. We also had a problem with the steering (thought to be a bad steering damper) which we have now identified and will be able to fix."

Other than Chili's podium, it was a relatively poor day for Dunlop riders, with sixth and fifth the best Akira Yanagawa could do, with his own tire problems.

"I had a very good start in race one, but something must have been wrong with the rear tire," Yanagawa said. "It was chattering so bad it was like skating across the road. I also struggled to do consistent lap times so I am very pleased with sixth. I changed to harder tires for race two and that was a lot better."

Another hard weekend for Gregorio Lavilla saw him crash in race one.

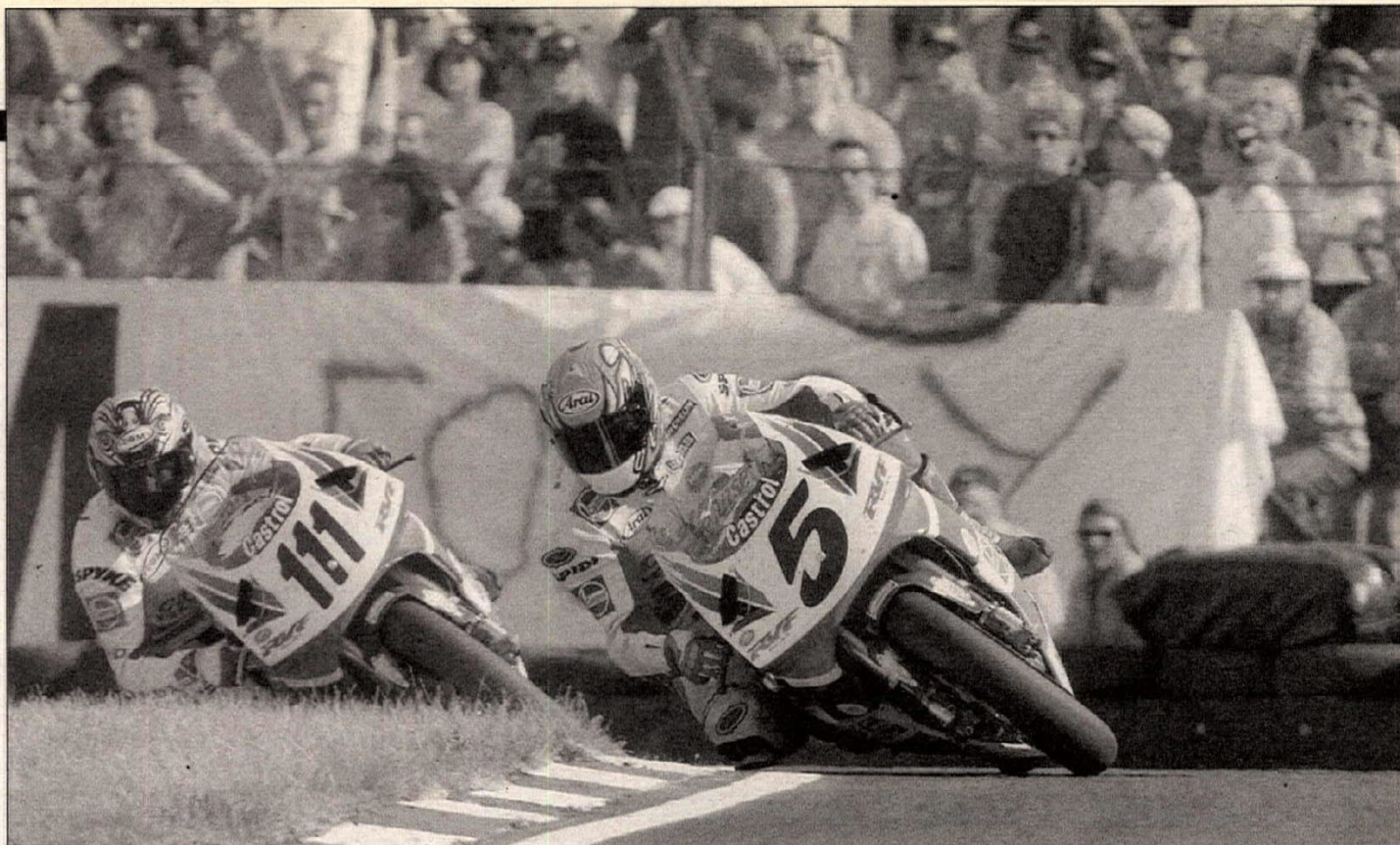
"I had terrible problems with a sliding front, and I crashed at the hairpin just after I had passed Peter Goddard," said the Spaniard, who finished 10th in race two.

Other than Reynold's fine performance in race one, which helped make him the best Ducati rider in the field today, none of the local riders threatened to win either race, but Niall Mackenzie did, nonetheless, consistently strong lap times on his recently competitive R7, to record an eighth and seventh.

Sean Emmett made up for the disappointment of mechanical retirement in race one with a battling sixth in the other. He earned a nod of respect from series regular Peter Goddard even if he did pass him in race two, but the other men to get the best of the former Australian Superbike Champion, Mackenzie and Reynolds, just got the rough end of his tongue.

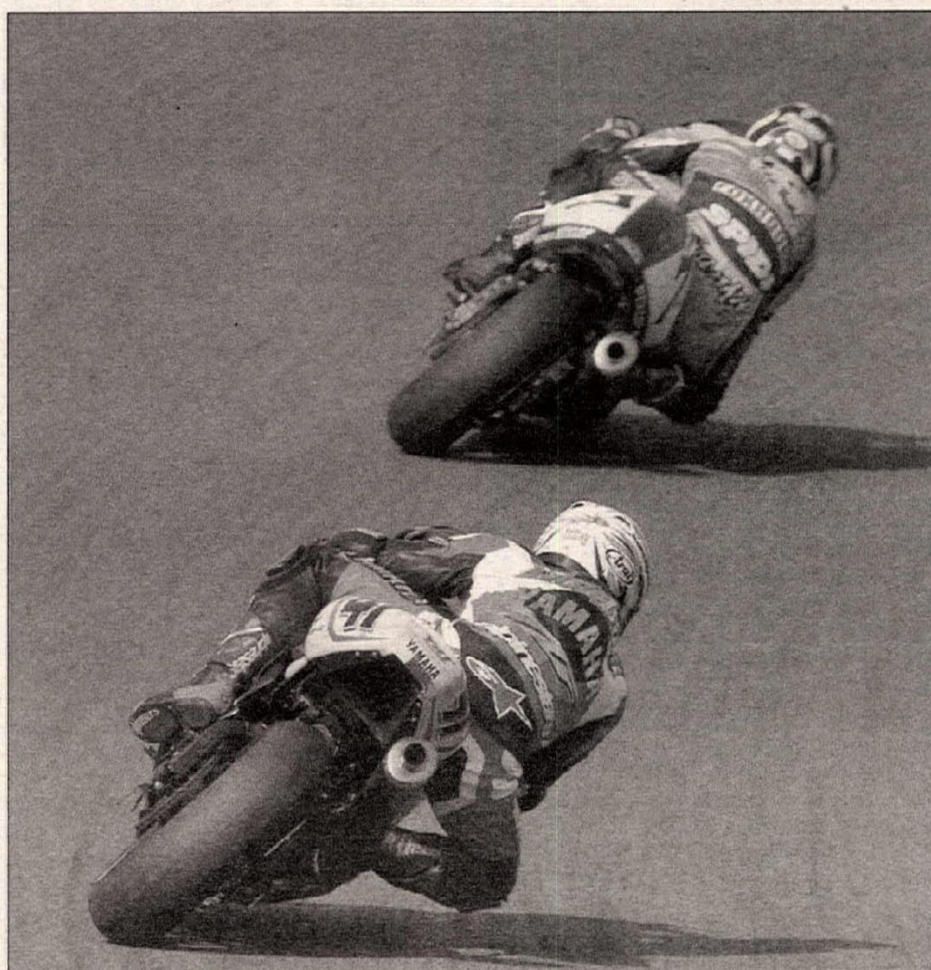
"My bike and tires were fine in race two, but I couldn't say the same for the ungently local riders," Goddard said. "I thought Mackenzie had me off on the way into Dingle Dell."

Goddard was in for another top 10 in



(Above) Both races came down to an all-Honda affair with Edwards (5) and Slight (111) finishing one-two in the pair of races.

(Left) Chili (7) tries to hold off Haga (41). Chili was third in the first race and Haga earned the final rostrum spot in the second race.



40 points as they approach the A-1 ring, Assen and Hockenheim in rapid succession. Those tests of character and endurance may even crown Fogarty 1999 World Champion before the final races at Sugo, but based on today's evidence, there is a lot of racing left in the 1999 World Superbike Championship.

RACE ONE

The starting grid in race one turned out to be minus local hero Chris Walker, who was experiencing electrical problems and set off to do the warm-up lap from pit lane. His journey was short, terminating in a complete electrical failure at the bottom of Paddock Hill, necessitating a quick sprint back to retrieve his second bike and make his second start from pit lane - but this time for the full 25 laps of the Brands Hatch GP circuit.

Off the actual start line, it was Edwards who looked to be the man most likely to exit Paddock Hill bend in the lead, but it turned out to be the crowd favorite, Carl Fogarty, going around the outside of the American on a wing and prayer, who held the advantage until the first time round to Hawthorns corner, when Edwards shot up the inside to a lead which was never seriously threatened.

The first-lap order behind, with Corser leading Yanagawa, Haga, Slight and Chili, started to get very messy, as the top riders made a push to the front in the early laps.

Fogarty's chase behind Edwards always looked like a vain effort, although the champion stuck to his task well in front of his baying home crowd. A 4-of-a-second gap on lap six was gently stretched by Edwards as Fogarty started to experience tire problems even this early in a long race.

One lap later the rapidly advancing Slight (sixth on lap one) smelled blood in the water and overhauled Corser, who was having similar, if not so drastic, tire problems as Fogarty.

His move inside Corser coincided with the appearance of Mackenzie on Haga's tail, although the Scotsman was to ultimately lose this internecine Yamaha battle by only .3 of a second, despite

race one when his gearshift broke, dropping him three places in three laps right at the end to finish 12th - stuck in fourth gear and all.

A startline drama for Chris Walker saw him start race one from the pit lane after his number-one bike expired before the final warm-up lap, necessitating a last-minute sprint back to the pits. Yet another impressive ride in a World Superbike event, after his great fourth-place finish at Donington earlier in the season, netted him 10th, one place behind James Haydon, who was having the first of two mature and controlled rides after his rodeo antics in practice.

Top non-British privateer was Andy Meklau on his Red Bull Ducati in both races, with 11th and 12th.

"That was great, just perfect for me," Meklau said. "I was 17th on the first lap but I managed to work my way past Chris Walker, Fujiwara, Guareschi and so on. My last lap was my fastest lap. I think 11th here is a good result."

Robert Ulm had a disappointing pair of 18th-place finishes on his Kawasaki, while Guareschi and Fujiwara had a

pair of less-than-dazzling finishes, a particular disappointment for Guareschi who has been used to better recently.

It would appear that the spell Fogarty and Ducati have exerted over the most recent races in the World Superbike Championship can be broken when the circumstances are right.

Davide Tardozzi's prophecy after Superpole, that things would not be so easy come race day, was proved to be eerily accurate, with both his riders struggling for rear tire grip.

Tires were, in fact, a serious problem for many of the competitors, with track temperatures into the 135-degree mark.

For once, those who did not suffer unduly were the Honda boys, who have complained that their four-cylinder bikes did not suit the Michelins they were supplied at Misano and Laguna Seca.

The main story, however, is that Fogarty's misfortune, cruel though it may have been with so many of his fans in attendance, did not affect his championship chances to any great degree. His lead over the chasing Corser is still over



(Left) Over 120,000 people packed Brands Hatch in hopes of seeing their man Fogarty win. He didn't. (Above) Troy Corser (11) didn't have a very good day at Brands. The Australian ended up fifth and 13th after encountering tire problems.



Haga's midrace dip in form.

Chili, moving ever forward after a slow start in the first three laps, left a big black line up the hill to Surtees corner as he hunted down Corser, finally passing at Paddock on lap 10 - just as Slight went past Fogarty at Surtees after the Englishman had strayed too close to home soil and run onto the grass on the exit of the preceding Graham Hill bend.

The fighting instincts of Fogarty saw him trying to repass at the fast Hawthorn corner immediately, but it was a clean move, and Slight started to attack Edwards' lead.

Chili got the better of Fogarty on lap 11, at Paddock once more, as the race order started to settle into its final shape in the first three positions.

Lap 13 was unlucky for Lavilla, who crashed after losing the front at Druids hairpin.

Yanagawa's fastest lap of the race came on lap 15 as he started overhauling both Mackenzie and Haga to finish sixth.

Chili's determined assault on Slight came a little unstuck when the Italian lost the rear of his Suzuki at the drop down Paddock Hill as his rear Dunlop went off.

His rear tire woes were nothing compared to Fogarty, who was starting to cut 1:29 second laps, dropping pace with every lap. On lap 17, Fogarty pitted, and the grief from the crowd was palpable. The almost unprecedented move of replacing the rear tire took place, and Fogarty, a lap down, rejoined the fray only to finish out of the points in 19th.

The British excitement turned to Reynolds and Mackenzie for the final laps, with Reynolds finding true grip from his rear Michelin when all others were losing theirs. A real scrap between him, Yanagawa and Mackenzie developed over the next three laps with

elbows and strange cornering lines exchanged like pleasantries between diplomats, just before the declaration of total war. It ended with Reynolds scooting away into the distance from lap 20, lapping into the 1:27s on occasion, but he was too far behind the fading Chili to catch him for what would have been a crowd-pleasing podium finish.

He did, however, have the intense pleasure of overhauling a works Ducati on the way, nipping under Corser at Paddock to send the crowd back into cheering mode once more.

With Haga showing enough pride to attack back at Mackenzie and lead him over the finish line, one of the biggest cheers of the day went up for Walker, who scythed through the field from his pit lane start at the rate of five riders a lap for the first two times across the line - and one rider a lap until mid-distance.

James Haydon had a somewhat lone-

ly race in the latter stages, leading Walker over the finish line by four seconds, after doing the entire race on his teammate Marty Craggill's spare bike.

Walker, on his own spare machine, held off Andy Meklau, with the Austrian delighted with his 11th place on a circuit he has never ridden before. Goddard's broken shift lever equaled broken hearts for the Aprilia team, who had the RSV right on the lower order works pace all weekend.

Corser had the honor of setting a new lap record at the remodeled Brands Hatch, and even saw it last the day, as his 1:27.774 time wasn't beaten in the second race.

RACE TWO

With temperatures soaring both on track and in the Ducati garage after race one, it was little surprise that Fogarty set off like a scolded cat to lead into the first turn in race two.

In a repeat of the first start, the reigning champion fired off the line better than anyone else to lead round Paddock, but in a change from the earlier script he held the lead for more than a lap. Meanwhile, it was Walker muscling his way past a raft of series regulars from 10th on the grid to take a surprise - and popular - second.

But it wasn't to last. Haga, who must have been praying to the same Gods as Fogarty after his miserable first race, swept through from third to first within the confines of the second lap. And how.

His boldness at diving under leader Fogarty at Surtees nearly cost him and the Briton dearly, however, for just moments after taking the lead Haga's rear wheel spat sideways and nearly had the 24-year-old off.

With Fogarty about a foot off his back wheel and in real danger of ramming Haga, the crowd held its collective breath for a fraction, until both regained their composure - just in time to see Edwards sweep through to the lead, and

metaphorically off into the distance. He wouldn't be passed before the flag, though not for lack of trying from Slight and Chili.

The Italian was next to pass Fogarty, scything past at the steeply sloped Paddock Hill bend on lap three, at the start of a charge that would see him come his closest yet to a win. His bravery prompted Slight to have a go, and he too swept past just yards later at Druids. Fogarty's gamble on using a 16.5-inch rear tire instead of the 17-inch in race one looked to have failed, though every observer would have agreed not as much as teammate Corser who made the same switch - he was languishing down in eighth on lap three, and would eventually trail home in 13th with all sorts of problems from the front of his bike. A suspected jammed steering damper was later blamed for the wrestling match he performed with the bike throughout the race.

Up front a proper race was brewing. Edwards, Haga, Chili and Slight were stretching away from the rest, with just .6 of a second covering the quartet at lap five. All four were laying darkies exiting corners, and eventually something had to give, you felt. In the fullness of time it would be Chili, and in dramatic style.

The Italian was harrying Edwards for the lead after passing Haga on lap 12 at Druids, and, sandwiched between Edwards and Slight who took third on lap 13, was lucky to escape injury when his rear tire all but exploded on lap 22.

Lumps of rubber can do particular damage to brittle carbon-fiber bodywork, as shown by the smashed rear cowl of Chili's bike as he toured into the pits, a dejected soul. How the tire stayed inflated few will know, but Chili's challenge was over, another victim of tire woes.

It was plain sailing for the Castrol boys from here, with Slight's late challenge just a few yards short of taking the win ahead of Edwards, who held on to

Fogarty shows his mettle

Superpole qualifying was interrupted for the second time this year by rain, making for a 50-minute "wet" Superpole qualifying session, with each rider getting a maximum of 12 laps in which to set his ultimate qualifying time. Eight riders had already completed their single flying laps, when a spit of rain came on and halted proceedings, somewhat prematurely as it turned out. The rain, part of a thunderstorm which merely skirted the Brands circuit, lasted a short time and according to most riders, made no difference to the grip.

The 50-minute Superpole made a big difference to the final grid positions, with Carl Fogarty sending the crowd wild with a stunning lap 15 minutes from the end that no other rider could match, to take his fourth pole of the season.

"It felt just like winning a race that did," said Fogarty shortly after entering pit lane, punching the air in delight.

The only man with a realistic chance of stopping him turned out to be Aaron Slight, the only top rider left at the end who had enough laps left to depose Fogarty. He only managed to depose Akira Yanagawa

from the front row, making it Fogarty, Colin Edwards II, Pier-Francesco Chili and Slight in the top four positions.

Another great benefactor was Peter Goddard, who disposed of his laps quickly, yet still moved from 14th after his single Superpole lap to eighth after the "wet" session, held in dry conditions.

"We've been turning consistently good lap times all weekend, but I chose not the best tire to qualify with," Goddard said. "I used a better one in the last session and that tells in the grid position. It's great to be on the second row again, especially after being fifth in Superpole in America."

Troy Corser was an unhappy sixth. "I started out with qualifiers on but didn't push too hard because I was convinced that the rain was going to get harder. Towards the end of the session I didn't have enough laps left."

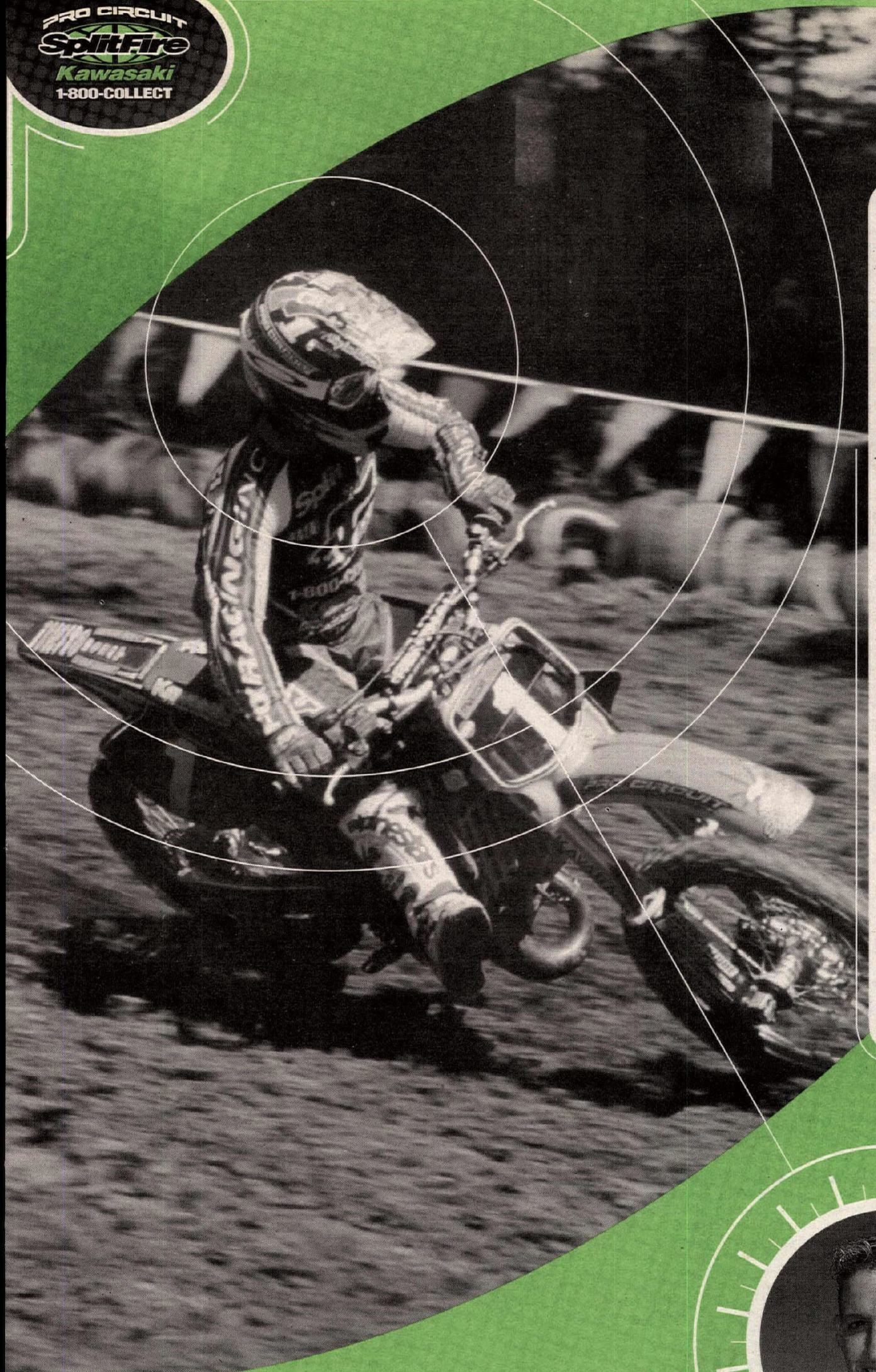
The top riders in the series lashed out at Superpole once more after half of them risked all on their single lap only to have to do another 50 minutes of qualifying, increasing their workload and stress levels still further.

"We are not paid enough money to do this amount of riding. They play so much with us," said Chili, his sentiments backed up by Fogarty and Edwards.

Edwards was especially virulent in his criticism of the organizers - yet again - even though he finished second fastest under the replacement Superpole rules.

"The level of education doesn't seem to be all it should be," he said.

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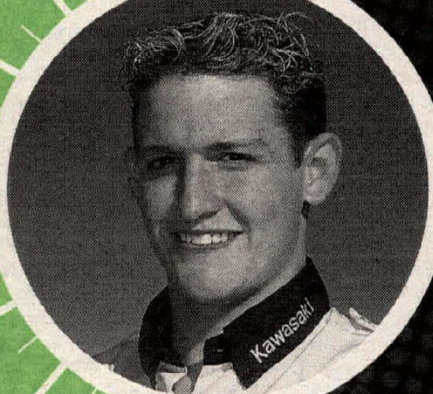
**THE COMPETITION
 ALWAYS SEES
 CARMICHAEL'S
 NAME IN PRINT.
 STARTING WITH
 THE BACK OF
 HIS JERSEY.**

**CARMICHAEL AND HIS KX125
 CONTINUE TO PILE ON THE
 WINS WITH THE LATEST IN
 ROUND 8 AT KENWORTHY'S
 MOTOCROSS PARK.**

They say repetition is the key to learning. So when those other guys see Carmichael's name through a cloud of dust over and over, it's pretty much etched in their minds. With seven wins out of the last eight races this year and riding a streak of three wins in a row, he's got a commanding lead in the 1999 AMA National Motocross Series. Ricky kept the ball rolling last weekend with an impressive showing in Troy, Ohio.

Despite an early fall, Ricky came on strong to take second in the first moto. But that only seemed to fire him up for the second race. He took a quick lead and never looked back, taking first easily and scoring the overall victory.

And as Carmichael's name continues to appear in the headlines, all the competition can do is watch the back of his jersey getting smaller and smaller.



"I put in some consistent laps the entire moto and it paid off."

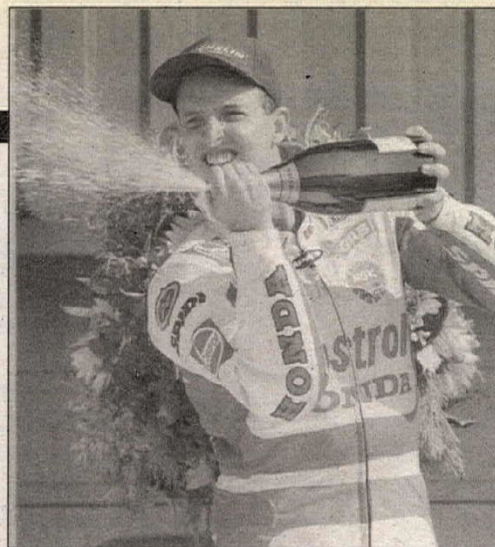
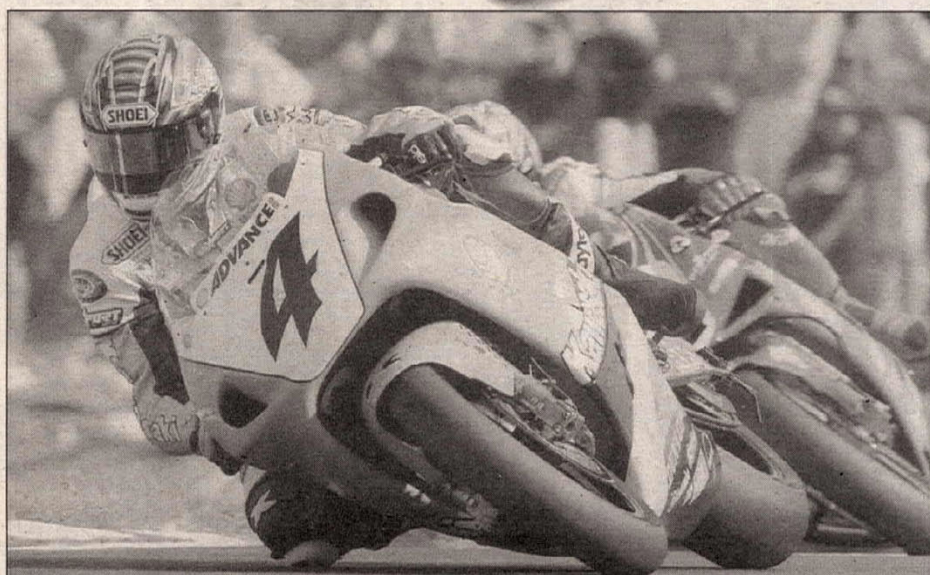
Ricky Carmichael
 Team SplitFire/1-800-COLLECT/
 Pro Circuit/Kawasaki

RICKY CARMICHAEL

TEAM SPLITFIRE/1-800-COLLECT/PRO CIRCUIT/KAWASAKI

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(Left) Akira Yanagawa was consistent, finishing fifth and sixth in the two races. (Above) Colin Edwards won both races, earning his third and fourth wins of the series.

win by barely a bike length, ahead of Haga and then Fogarty.

The other places each came with their own stories. Yanagawa's early break away from a pack of regulars and domestic stars proved wise, with the Japanese rider able to make ground on every lap away from what was proving to be a bruising melee.

His fifth may have come easy, but for factory regulars Goddard, Lavilla, Guareschi and Fujiwara, domestic riders proved to be their undoing.

A mammoth battle unfolded from the early laps, which saw locals Emmett, Mackenzie, Haydon and Reynolds all mix it for home glory with the aforementioned regulars, with Austrian visitor Meklua thrown in for good measure.

And it was tough. Goddard, who came home a roughed-up ninth, said he was only passed cleanly by one Brit in the whole race, a measure of how much the locals wanted to scalp some of the big names.

Emmett and Mackenzie fought their own battle for sixth and seventh, three seconds adrift of Yanagawa, a fight that Emmett eventually won, ahead of teammate Reynolds, who ended the day as the top Ducati points scorer with his eighth place.

Lavilla looked happy to keep it out of the grit to take 10th after a mighty scrap with Haydon. Meklau's creditable 12th masked the fact that this was his first visit to the track, which Guareschi and Fujiwara, in 14th and 15th, just looked like they wanted to get away from, both suffering tire problems.

WORLD SUPERSPORT

The red flag has been a constant, if unloved, companion in the World Supersport Championship this year and Brands saw it unfurled in anger once again.

Vittorio Iannuzzo was the victim this time, getting tangled up in his bike at the exit of Druids hairpin on lap one, and ending up pinned under it in a dangerous trackside position.

A complete restart ensued 15 minutes afterward, with Iannuzzo having been cleared to ride by the medics in pit lane, much to the amusement of the watching thousands who saw the teenage Italian have to perform a series of bending and stretching exercises.

The restart saw Iannuzzo off the track at Graham Hill bend on lap one, only to rejoin the fight once more. The first lap leaders were Piergiorgio Bontempi, Stephane Chambon, Massimo Meregalli and the determinedly aggressive Ruben Xaus. James Toseland, having his best showing for a number of races, tailed the leaders in fifth place, with second-row starter Iain MacPherson moving up from eighth to seventh at the start of lap two.

Xaus was already on the move at that point. Making ready to hit the lead on the first lap after passing Meregalli at Paddock, Chambon immediately after at Druids, and simply elbow-barging past Bontempi on the main straight. Chambon, making hard work of the early laps, dropped to sixth on lap three only to then mount a serious charge to the front after Bontempi had regained the lead on the fourth lap.

Another hard charge was being put together by MacPherson, who was trying to put his championship challenge

back on track in front of 120,000 supporters.

Karl Muggeridge's substitution for Pere Riba lasted all of three laps before he was forced to pit, becoming one of 15 retirees in what was to become a war of mechanical and human attrition.

That lad Iannuzzo was once more in the wars on lap six, crashing terminally this time at Druids to finish his day off the way it started, with a bang and a crash.

With MacPherson making ground up to fourth by lap six, Chambon had

Briefly...

With the World Superbike year heading to its last third quarter after Brands Hatch, the silly season was in full swing. The most strongly rumored move was for **Aaron Slight**, supposedly out of favor with Honda after his least successful season in years, to join the Eckl Kawasaki team. The rumor was denied by both Slight and a Castrol team spokesman, with Slight denying any contact from Kawasaki, and Honda unsure of exactly what their plans are for next year. "I've heard that rumor myself," said Slight, "But it was news to me. I haven't spoken to anyone in a green uniform. I'd like to still ride for Honda next year."

Honda, although likely with a plan and at least one new World Superbike-ready motorcycle up their sleeves, failed to debut either the plan or the bike at the Suzuki 8 Hours - their favorite place to show off their corporate pride and joys. The much-publicized twin-cylinder project has continued apace, but there are still persistent rumors that there will be a V-four flagship machine launched as well. Some rumors have had Honda making a limited run V-four, with the twin forming a base machine for satellite works teams and customer machines (to steal some customers and kudos from Ducati), but this is now thought to be unlikely. Honda will want to run their own bike (twin or four) using the existing British-run Honda team. Castrol is on a single-year deal, and therefore a change of sponsor is possible.

According to **Kawasaki** team manager Harald Eckl, he will be looking for a new rider next year - but not for their superbike squad. Eckl has made plain his view that he needs another 600cc rider to back up Iain MacPherson, the lone man in the team. Eckl believes that his message to the mother factory is being taken seriously, and declares himself happy with his existing line-up. When asked about the position of Gregorio Lavilla - who has failed so far to live up to much of his undoubted promise - Eckl was supportive of his talented but troubled Spanish rider. "I believe in giving riders a second chance," he said. "I think Gregorio is very talented and maybe just needs more time to get used to racing the bike. Akira (Yanagawa) has had a lot more experience on the Kawasaki and he finds it easier to get the bike setup than Gregorio. When Gregorio works out his best setup he will be okay."

Meanwhile, over in the **Ducati** camp, **Carl Fogarty** scotched many rumors about his possible retirement at the end of the season at Brands Hatch, a development which merely fanned the flames of speculation that Anthony Gobert will be his teammate next season, with Troy Corser making way for him. With Gobert denying everything except a burning desire to come back to World Superbike, and some Italian sources suggesting that Gobert is maybe just a little too hot to handle for an official Ducati squad, the 2000 rider lineup will only be determined in September, according to a Ducati spokesman.

Akira Yanagawa shot to the top of the first timed practice session on Saturday - then immediately crashed at the first corner - the infamous Paddock Hill bend. Despite comprehensively smacking up his bike and hurting his thumb and ankle, the tough Japanese went back out to play on the second day's qualifying.

Hidden away in the inner sanctum of the Ducati pit, **Carl Fogarty** explained why he spent the early practice sessions way down the order by

his present standards. "The bike seems to have less punch out of the corner than any track we've been to this year," Fogarty said. "I open the throttle and it doesn't have the same kick. I've gone back to a standard, shorter, gearbox on the bike than I've used all year. I think the very hot temperature affects the engines on the Ducati badly and we lose a lot of power."

The hero worship of Fogarty at Donington Park reached new and astonishing levels at **Brands Hatch**. The estimated 40-50,000 spectators on Saturday welcomed his every exit from the garage door with a deafening blast of airhorns and a dazzling array of customized banners. The favorite on Saturday seemed to be the one which proclaimed "Fuck the sheep, clone Foggy!" - alluding to "Dolly" the sheep, made famous by being the first-ever successful clone created by mankind. The subject of all this blind adoration was feeling the pressure and strain of racing at Brands, realizing that it was intolerable even on Saturday. "We're in the Thistle Hotel at the main entrance to the circuit, but I think I'll be sleeping in the motorhome this evening. I can't even get to the hotel without being mobbed by fans, even when I go in the car or the scooter," Fogarty said. The three-time World Champion, arguably Britain's most successful sportsman at the moment, was the center of much mass-media attention all weekend, with a huge amount of preview features running in all the main daily newspapers.

Phenomenally **high temperatures**, even for the South of England in July, welcomed the World Superbike circus to Brands Hatch, with Friday and most of Saturday seeing the temperature gauges ride to over 90 degrees. Track temperatures around 115 degrees occurred in the afternoon sessions, meaning many teams experienced setup and tire choice problems, having to use the full allocation of time to get to a real race setup.

Regular World Superbike riders had one corner to relearn after the infamous **Graham Hill** bends remodeling over the winter months. Instead of a fast sweeping left hander, with a trackside barrier punishing any high-siding rider severely, the much slower near-right-angle corner was welcomed by some as a positive safety feature, but the challenge of the old corner will be missed by many. Vittorio Guareschi summed up a lot of people's thoughts: "It's a stupid corner," he said. "Safe but stupid. The old corner was more for the rider, but it's definitely safer. Why did they not just make more run off?"

Brands Hatch demonstrated its dangerous side, when **Karl Muggeridge** crashed on Saturday, and his bike hit the straw bales on the exit of Druids corner, shot back onto the track and destroyed itself. The halted session was restarted and Muggeridge, despite hitting the straw bales very hard, ran back to the pits for his spare bike. "I was trying to pass another rider so I got alongside him out of Dingle Dell and he just clipped my handlebar." He finally qualified 17th. A similar accident saw Steve Plater, another British series regular, lose the front at the exit of Dingle Dell Chicane and thump mightily into the hole his bike had made in the straw bales on the exit. His bike then proceeded to cartwheel along the top of the bales, before bounding right across the track, fortunately missing anyone on the busy circuit. Attended to by trackside medics, Plater eventually got up and was on his feet later that afternoon. The already delayed practice session was not halted again, although a lot of riders pitted because of all the debris on the track, and the fact that Plater was lying at the trackside for a long time.

A section of track at the frighteningly fast Hawthorn Bend was left unpro-



It proved in the fullness of time to be his engine that started to seize, causing him a few rear-wheel lock ups before finally forcing him off the track at the exit of Stirling's bend on lap 18, ending his race and his slim championship hopes at a stroke.

With Chambon enjoying a four-second advantage at the flag, it was only down to Xaus and Miglioratti to fight it out for second, with the battle going to the Battler - the ever ebullient Xaus.

Bontempi's fourth place allows Chambon to make even more of an escape from him in the championship table, with Pirovano in overall third place and Kellner ahead of MacPherson.

"I love Brands Hatch," said Cham-

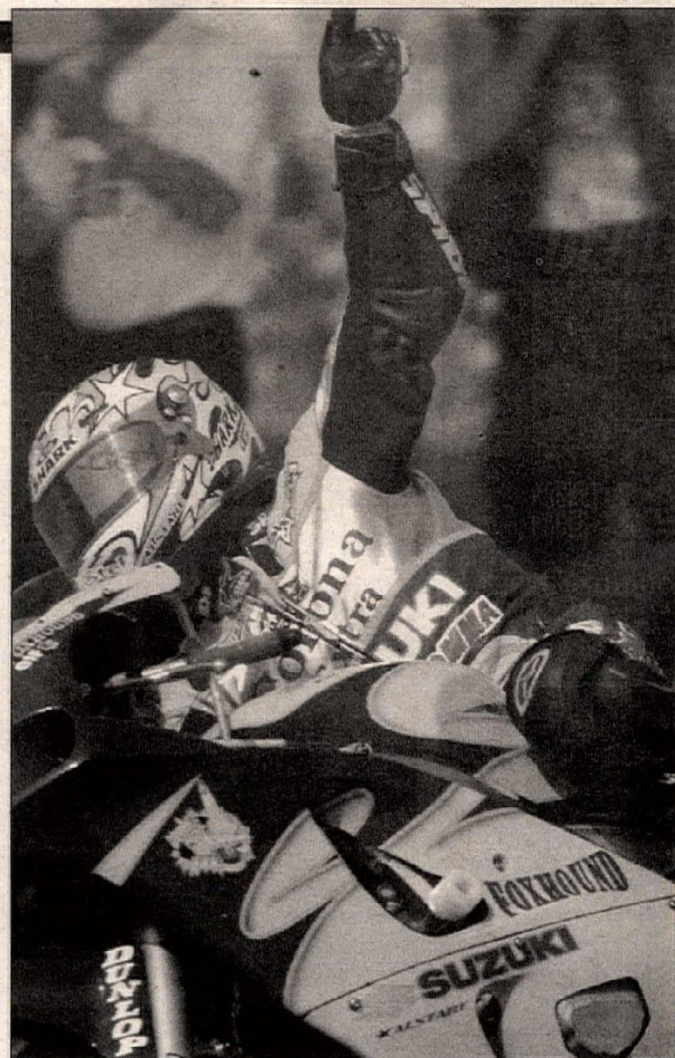
bon after the race, "and it was great to extend my lead in the title here." **CN**

Brands Hatch Brands Hatch, England Results: August 1, 1999

SUPERBIKE QUALIFYING: 1. Carl Fogarty (1:26.758); 2. Colin Edwards II (1:26.950); 3. Pier-Francesco Chili (1:27.078); 4. Aaron Slight (1:27.100); 5. Noriyuki Haga (1:27.270); 6. Troy Corser (1:27.742); 7. John Reynolds (1:27.747); 8. Peter Goddard (1:27.878); 9. Akira Yanagawa (1:27.896); 10. Chris Walker (1:28.983); 11. Niall Mackenzie (1:27.998); 12. Sean Emmett (1:28.064); 13. Vittoriano Guareschi (1:28.253); 14. James Haydon (1:28.350); 15. Gregorio Lavilla (1:28.544); 16. Robert Ulm (1:29.150); 17. Andy Meklau (1:28.948); 18. Frederic Protat (1:28.981); 19. Katsuaki Fujiwara (1:29.324); 20. Igor Jerman (1:29.601); 21. Mauro Lucchiari (1:29.994); 22. Alessandro Gramigni (1:30.112); 23. Martin Craggill (1:30.135); 24. Lance Isaacs (1:31.147); 25. Lucio Pedercini (1:31.561); 26. Dan Harris (1:32.466); 27. Gianluca Villa (1:32.778); 28. Jean-Pierre Jeandat (1:32.857); 29. Jiri Mrkyvka (1:33.325); 30. Vladamir Karban (1:33.792); 31.

(Above) British locals Sean Emmett (48) and Niall Mackenzie (hidden) battled in the second race, with Emmett ending up sixth, and Mackenzie seventh.

(Right) Stephane Chambon won the World Supersport race at Brands Hatch and he now leads the championship point standings.



tected despite a plea from **Peter Goddard** to cover it up in air fence. "They said they had none left - but they would have some there next year."

Gregorio Lavilla also had concerns over track safety when he crashed on Friday. "The new corner is much safer, but when I ran wide I saw the track barrier was very close and I had to bale off the bike before we hit it." It wasn't all bad news as the run-off at Paddock has been much extended, to allow crashing riders (like Haydon and Yanagawa) much more space to slow. The vast improvements were welcomed by all, but Brands is one of the circuits riders most dread to race on. An extensive remodeling of the "GP" section of the circuit is planned, which includes moving whole sections of track inwards, to create more run-off, and the introduction of several 25-foot high sound deadening barriers. Brands Hatch is located very close to the Village of West Kingsdown, leading to frequent noise complaints.

Local rider **James Haydon** had not one but two crashes which destroyed both his race chassis, leaving him to qualify on his teammate Marty Craggill's spare machine, fitted with Haydon's suspension and braking components. The much-rejuvenated British Superbike Championship has undergone yet another palace revolution, with the 2000 championship coming under the auspices of a newly formed body, British Motorsports Promoters Limited, formed by all the main circuits in the country that run British Superbike races. Taking over some of the duties of the present MCRCB (Motorcycle Circuit Racing Control Board - which continues in an as yet unknown format) the new body has already announced that Jos Foulston, brother of Brands Hatch leisure supremo Nicola, will be the new commercial manager, responsible for promoting the series to its true potential. Jos will continue to operate the Superstock championship for the SBK organization until October, when he starts his new job. Despite the fact that the British Championship is already on terrestrial TV, it is thought that there are another two British TV channels interested in running coverage of this series in the future and definitely World Superbike as well.

The still-injured **Doriano Romboni** was replaced at Brands Hatch by fellow countryman Gianluca Villa, the son of former World Champion Walter Villa. His first practice session saw him crash out after half a dozen laps, injuring his right arm sufficiently to miss out on the timed afternoon session. A night's rest saw him back in the saddle to qualify 27th, much to the chagrin of local rider Matt Llewellyn, who was earmarked to take over (at the shortest possible notice) from the young Italian should he not make the races. Llewellyn, a British Superbike regular until recently, is desperate to break back into the premier class, and saw this chance as a perfect showcase for his under-utilized talents.

Niall Mackenzie was not the name most people would have bet on seeing at the top of the first untimed qualifying session, but there stood the reigning and three-time British Superbike Champion after everyone had had their first taste of full length Brands hatch action. The earlier British Superbike race was held on the Indy circuit, but Mackenzie and his fellow Wild Cards had at least been exposed to the new Graham Hill bend. Mackenzie, who up until the previous British race at Oulton Park two weeks earlier had not figured strongly this season (mainly due to his new and at one time, slow, R7), was bang on the pace from the start. "The bike feels really good now," Mackenzie said. "It's always handled well, and now we've got it going well too. We made a bit of a mistake in the way we went with our settings in the afternoon session on Friday, but

it's good to know we can run with the best in the world again." Mackenzie's bike, like a few others in England, features several Kawasaki engine internals to prevent the drastic reliability problems the R7 has experienced to date.

Troy Corser, when asked how it felt to be riding against a teammate who would most likely have 100,000 fans screaming for him to win come race day, gave a perfect reply. "I hope there are 100,000 bitterly disappointed fans going home on Sunday night..."

Pier-Francesco Chili proved to be a worthy table topper after the first timed practice session on Friday. "We are here to win, not for a joke," said the confident Italian, who cites Brands as one of his favorite tracks.

The rise and rise of **Dunlop** in the World Superbike Series was both underlined and halted during practice, when Chili made it to the front row and Akira Yanagawa was only just pipped by Slight in the dying seconds of the 'wet' Superpole session - which was actually held in the dry after the threatening thunderstorm passed by with more a spit than a shower.

One of the leading local teams, INS Ducati, failed to show at Brands Hatch. There had been a lot of argument in the run up to the meeting over garage allocations, with three of the main British Superbike teams - INS, Red Bull Ducati and Clarion Suzuki - refusing to participate unless they were provided with garages, a large number of which had already been reserved for the many big-budget Supersport World Championship teams. A compromise was reached whereby the British teams were allowed into Paddock One (this saving the long walk - with tire warmers and spare wheels - etc.) from the outer paddock. INS, with Troy Bayliss leading the British Championship, still refused to participate, keeping him and Neil Hodgson fresh for the fight at the next round of the British series at Knockhill.

Seemingly displaced despite the non-appearance of the INS squad were the **Yamaha Deutschland Supersport** team who were fuming at having to decant all their tools and equipment from their lonely outpost in Paddock Two. "We turned up to find we were based miles away," said Jorg Teuchert. "We are very unhappy about it and have complained bitterly about it to the organizers, but they told us we would not get a pit-box." Despite their impressive results and professionalism, the fact that the team is brand new for 1999 worked against them, with the more established teams getting priority.

One of Noriyuki Haga's works Yamahas was sporting a **carbon-fiber** shroud above the radiator at Brands, visible when the bodywork came off in practice. No official comment was offered as to its purpose, but it is thought to be a method of directing air at the radiator. Yamaha has run a number of radiator variations this season, with the present doubled-up version fabricated on a massive scale. Vittoriano Guareschi changed his rear linkage ratio between Friday and Saturday sessions, using the new one to qualify 13th, a good performance considering the high numbers of strong local riders on the scene.

With overnight temperatures nearing 70 degrees and massive lines outside the circuit as early as 7 a.m., Brands Hatch was reminiscent of Jerez when the GP comes to town. The Sunday crowd figure of 120,000 did not include children or concessionary tickets, so the real amount of bodies inside Brands Hatch may have been as many as 150,000.

Giuliano Sartoni (1:33.905); 32. Carlos Macias (1:34.981).

RACE ONE: 1. Colin Edwards II (Hon); 2. Aaron Slight (Hon); 3. Pier-Francesco Chili (Suz); 4. John Reynolds (Duc); 5. Troy Corser (Duc); 6. Akira Yanagawa (Kaw); 7. Noriyuki Haga (Yam); 8. Niall Mackenzie (Yam); 9. James Haydon (Suz); 10. Chris Walker (Kaw); 11. Andy Meklau (Duc); 12. Peter Goddard (Apr); 13. Igor Jerman (Kaw); 14. Katsuaki Fujiwara (Suz); 15. Vittoriano Guareschi (Yam); 16. Mauro Lucchiari (Yam); 17. Alessandro Gramigni (Yam); 18. Robert Ulm (Kaw); 19. Carl Fogarty (Duc); 20. Gianluca Villa (Duc); 21. Dan Harris (Yam); 22. Jiri Mrkyvka (Duc); 23. Vladimír Karban (Suz); 24. Lance Isaacs (Duc).

Time: 36 min., 51.715 sec.
Distance: 25 laps, 65 miles
Average speed: 106.492 mph
Margin of victory: 1.429 sec.

Fastest lap: Troy Corser, 1:27.744/107.372 mph, lap 4

RACE TWO: 1. Colin Edwards II (Hon); 2. Aaron Slight (Hon); 3. Noriyuki Haga (Yam); 4. Carl Fogarty (Duc); 5. Akira Yanagawa (Kaw); 6. Sean Emmett (Duc); 7. Niall Mackenzie (Yam); 8. John Reynolds (Duc); 9. Peter Goddard (Apr); 10. Gregorio Lavilla (Kaw); 11. James Haydon (Suz); 12. Andy Meklau (Duc); 13. Troy Corser (Duc); 14. Vittoriano Guareschi (Yam); 15. Katsuaki Fujiwara (Suz); 16. Igor Jerman (Kaw); 17. Mauro Lucchiari (Yam); 18. Robert Ulm (Kaw); 19. Frederic Protat (Duc); 20. Gianluca Villa (Duc); 21. Dan Harris (Yam); 22. Vladimír Karban (Suz); 23. Giuliano Sartoni (Duc).

Time: 36 min., 52.981 sec.
Distance: 25 laps, 65 miles
Average speed: 106.431 mph
Margin of victory: 0.087 sec.

Fastest lap: Aaron Slight, 1:27.832/107.264 mph, lap 16

WORLD SUPERBIKE C'SHIP POINT STANDINGS (After 9 of 13 rounds): 1. Carl Fogarty (330/8 wins); 2. Troy Corser (282/3); 3. Colin Edwards (268/4); 4. Aaron Slight (236); 5. Akira Yanagawa (215); 6. Pier-Francesco Chili (160); 7. Noriyuki Haga (144/1); 8. Gregorio Lavilla (109); 9. Katsuaki Fujiwara (96); 10. Peter Goddard (76); 11. Vittoriano Guareschi (70); 12. Andy Meklau (60); 13. Ben Bostrom (45); 14. Doriano Romboni (44); 15. John Reynolds (39).

WORLD SUPERSPORT: 1. Stephane Chambon (Suz); 2. Ruben Xaus (Yam); 3. Cristiano Miglioratti (Suz); 4. Piergiorgio Bontempi (Yam); 5. Massimo Meregalli (Yam); 6. Christian Kellner (Yam); 7. James Toseland (Hon); 8. Fabrizio Pirovano (Suz); 9. Sebastian Charpentier (Hon); 10. Glen Richards (Yam); 11. Christophe Cogan (Yam); 12. William Costes (Hon); 13. Roberto Panichi (Bim); 14. David de Gea (Hon); 15. Wilco Zeelenberg (Yam); 16. Werner Daemen (Yam); 17. Francesco Monaco (Duc); 18. Fabian Foret (Duc); 19. Andrea Giachino (Suz); 20. Camillo Mariottini (Kaw); 21. Filisberto Teixeira (Hon).

Time: 35 min., 25.212 sec.
Distance: 23 laps, 59.8 miles
Average speed: 101.960 mph
Margin of victory: 4.908 sec
Fastest lap: Stephane Chambon, 1:31.255/103.240 mph, lap 14

WORLD SUPERSPORT C'SHIP POINT STANDINGS (After 8 of 11 rounds): 1. Stephane Chambon (126/2 wins); 2. Piergiorgio Bontempi (105/1); 3. Fabrizio Pirovano (74); 4. Christian Kellner (68); 5. Iain MacPherson (67/1); 6. (TIE) Ruben Xaus/William Costes (65/1); 8. Jorg Teuchert (64/1); 9. Cristiano Miglioratti (51); 10. (TIE) Wilco Zeelenberg/James Toseland (50/1); 12. Paolo Casoli (45); 13. Jamie Whitham (25/1); 14. Pere Riba (23); 15. Yves Briquet (22).

Upcoming Rounds
Round 10 - A-1 Ring, Austria, August 29
Round 11 - Assen, Holland, September 5

Finally, it's BEN'S TURN



By Henny Ray Abrams
Photos by Tom Riles

BRAINERD, MN, AUG. 1

Ben Bostrom has been racing his whole life, but he's never experienced anything like the past three weeks.

First came the dominant win in the second leg of the World Superbike race at Laguna Seca, followed, a week later, by a certain win in Mid-Ohio, only to see it taken away by a mechanical problem. And now this.

On the same track where his younger brother Eric won his first-ever AMA Superbike National last year, Vance & Hines Ducati's Ben Bostrom finally took

his first, and the way he did it gave little doubt that it would be the first of many.

"I'm surprised a lot more people aren't talking to Ben next year to go to World Superbike because he'd probably clean up over there as well," Yoshimura Suzuki's Mat Mladin said after finishing second, 8.625 seconds behind Bostrom, on a pleasantly sunny afternoon at Brainerd International Raceway.

Bolting from his record-setting pole position, and the all-important championship point that comes with it, Bostrom vanished from the pack, gaining a second a lap in the early going as the others squabbled over second.

By the time the race was half over, he had close to eight seconds, and he held

it there to take the win in his 31st Superbike National.

"It was kind of a bummer waiting, and waiting, waiting, waiting (for the first win)," Bostrom said. "I know watching Mat (Mladin) and (Anthony) Gobert and (Miguel) DuHamel and my brother (Eric), they're all winning races, and I go, 'What about me?' I just figured my time would come and it's paying off."

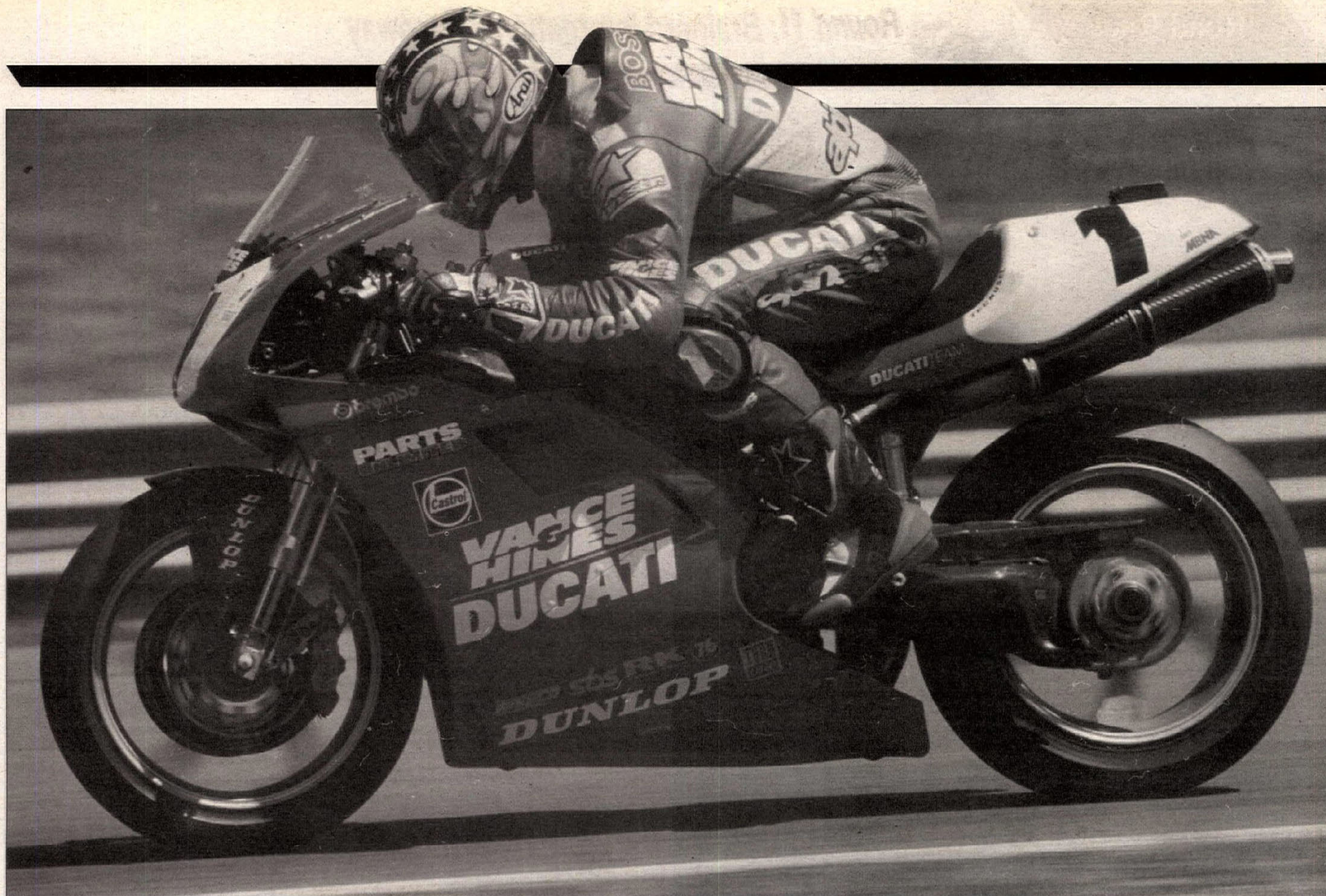
It couldn't have come at a better time.

By taking the pole, leading the most laps, and winning the race, the 25-year-old Bostrom maxed out his point potential, earning 38 of them and closing to within eight of championship leader

This was as close to Ben Bostrom (1) as anyone would get on a sunny and warm day at Brainerd International Raceway. Bostrom led from the start and was chased initially by his teammate Anthony Gobert (95) and Matt Wait (23), but their challenges didn't hold up.

Mladin with only the season-ending race at Pike's Peak to be run.

"I can't predict the future, but I have to say I'm going for the win no matter what," Bostrom said of the Colorado race, on a track he describes as his best. "I'd rather crash than straight up lose. And Mat's going to do what he has to



do to win or take second, I'm sure. It's going to be awesome."

"He got six points on us this weekend, if that's all he can get next weekend, we've got him," Mladin said. "But Colorado is going to be a lot closer race than here, it's a tight track, a few people are going to go fast and we know what we're up against, but another second will be fine next time. I'll take it."

American Honda's Eric Bostrom was involved in the race for third, but he didn't get it. Instead it went to the up-and-down Anthony Gobert.

Gobert said he felt little confidence in the front end of the Vance & Hines Ducati under a full fuel load. The Australian was second on the opening lap, but dropped back as far as sixth before surging forward as the fuel load dropped. With three laps to go, Gobert made his way back to third, then set the fast lap of the race on the 19th. He closed considerably on Mladin, but came up about 2.7 seconds short at the end.

"I was riding to the bike's limit early on, but the bike just wasn't letting me do what I wanted to do and I was really, really frustrated," said Gobert, who's in third place, 18 points behind Mladin in the championship. "Luckily, in the end it came in and I could do what I wanted to do."

Behind Gobert came Bostrom, matching his season-best finish of the year from Mid-Ohio. Eric hooked up with Fast by Ferracci's Larry Pegram just before the halfway mark and the two clawed at each other for the duration, though not with any forward progress.

Each had his strengths that negated any advantage the other could gain, so Mladin got away and Gobert caught up as they went at it. In the end it was Eric in front, about two seconds in front of Pegram and a second behind Gobert.

Then came Yamaha's Jamie Hacking

who'd survived a slugfest with Gobert in the middle laps. He was in a no man's land, four seconds behind Hacking and eight in front of seventh-placed Jason Pridmore of the Yoshimura Suzuki team.

Pridmore had been at the front of a pack of mostly Suzuki riders, with Erion Racing's Nicky Hayden in the mix on one of his Superbike outings and little more than a bikelength behind Pridmore at the end. The Yoshimura rider said that all credit went to mechanic Chris Weidel and the team for sorting out a machine which hadn't been user-friendly all weekend.

"We changed everything and I did the best I could with what I had today," Pridmore said of the motorcycle which he said was "frantically rebuilt overnight. I raced on things we hadn't tested."

Hayden took eighth, but he wasn't happy about it.

"I was off the pace all weekend," said Hayden, who turned 18 on Friday. "I didn't feel comfortable."

One place he wasn't comfortable was in turn one. According to Yoshimura Suzuki's Steve Crevier, Hayden was the first rider he'd ever seen brake for the ultrafast kink at the end of the front straight.

"It was a hard race with Hayden," said Crevier, who has a history of run-ins with Hayden. "To my surprise, he's the only person to hit the brakes into turn one. I'm shocked. I couldn't get over it."

He trailed Hayden home by about three seconds.

Doug Chandler never got comfortable with the front end of his Muzzy Kawasaki, and he finished 10th.

Yoshimura Suzuki's Steve Rapp rode through a transmission problem to take 11th, with Aaron Yates 12th on the second Muzzy Kawasaki.

The non-finishers included Fast by

Ferracci's Matt Wait, Harley-Davidson's Scott Russell, and Yamaha's Rich Oliver.

Wait lost the front end and crashed on the third lap while running in second place behind Bostrom. The ignition wheel fell off the gear it was bolted to on Russell's VR1000. And Oliver, who said he was at about 50 percent strength, suffered an electrical problem on lap five.

"I said to my guys that there's going to be three Ducatis in front of me in the first corner, and that's exactly what happened," Mladin said of the run into turn one. "This straight's a little bit too long for us to be accelerating from first gear up to sixth and getting in there before any of those guys."

He was trailing Ben Bostrom, Wait, and Gobert, with Eric Bostrom just behind, but in front by turn three. Gobert took over second by turn nine and when they crossed the line on lap one it was Ben Bostrom, Gobert, Wait, Eric Bostrom, and Mladin.

On the second lap, Pegram joined the Ducati parade, moving up to fourth and dropping Mladin back to sixth, his worst placing of the race. It didn't last long.

On lap three he was in fourth, getting some help when Wait pushed too hard and lost the front end in turn five.

Lap four ended with Mladin in third and on lap five he was in second, having passed Pegram. At this point Ben Bostrom had checked out, turning his fast lap of the race on lap five, holding nearly a five-second lead and adding to it with every lap. Once the margin was around eight seconds, Bostrom maintained it to the end.

"It really feels good, you know, it came fairly easy today because my bike was just so good," Bostrom said after his maiden win. "I really had a phenomenal bike. I'm sure if Mat would've been up there he'd have pushed me the whole

Bostrom went on to score the first AMA Superbike win of his career at Brainerd, and he did so in dominating fashion - he led each and every lap and pulled away at a race track that normally features close racing.

way, but I got a good break from the start and it worked out really well.

"This is the track my brother won on here last year in his first win, it's my first win. The first time I came to this track, I hated the place, I high-sided down in turn one over some guy's front wheel wide open. I go, 'Oh, I don't like this track,' and then it's been getting better and better for me. I enjoy it. I've got to thank the team, they're doing a great job and Mat's doing exactly what he has to do to win a championship and he's riding smart and, God, if he keeps doing this, he's going to win it for sure. I've just got to do what I have to do and make sure I win and set fast time and lead the most laps, I guess. And he's got to make sure to get second. So we've both got our work cut out. It'll be pretty interesting the next race."

There wasn't much interesting for Mladin in this race. His second seemed as secure as Bostrom's win until Gobert made a run at him late in the race. Gobert closed considerably, but needed a few more laps to truly threaten.

Mladin said that after he broke loose from Eric Bostrom and Pegram he couldn't make any ground on Ben Bostrom.

"A few laps I tried to put a few low sevens in, but he was essentially doing the same laps as I was, so I shut it down a few tenths a lap and just rode it to the end, best I could do," Mladin said.

"Today, I guess you could say I did what I had to do, but I'm a little bit disappointed today because I think if I could have got away at the start with



Yoshimura Suzuki's Mat Mladin did exactly what he needed to do at Brainerd. Though he couldn't match Bostrom, he beat everybody else and he goes into the final round of the series with an eight-point lead over Bostrom.

Ben, I think I could've made a race of it," Mladin continued. "Because we were pretty strong in practice and stuff and I sort of thought I had a bike. If I could've just been behind him on the straight and we could've made something happen on the infield maybe. I just didn't get this chance.

"The only time I really had a couple of moments was passing Eric and Larry. They were in second and third at the

time, I think, and I had to get past, because if I didn't, I didn't need to be finishing fourth, because the championship would be scratch going to Colorado. At least we've still got a little bit of a break there. So I had to do a couple of silly moves to get past them. When I went past Larry I went really wide and sort of felt I was pushing all the way through four and sort of had to protect again coming into five because I knew

he'd be coming back up because I ran so wide. But we got past, and that's what we had to do. The bike ran great today. I can't complain about that. It's just that we knew what we were going to be up against."

Mladin caught a bit of luck by Gobert's front-end problem.

"I was pretty surprised, pretty frustrated really," Gobert said. "I was pushing the front early on. Through one and

two it was all right, but when we sort of hit the turns that had a big oil slick (from an earlier Pro Thunder engine), I seemed to be pushing the front a little bit. I was a little bit worried about tucking the front and I sort of lost the tow a little bit from Ben straight away. And then I seemed to just get sort of dragged by the other guys, and I was really just struggling with the front early on. Once the fuel got down I started feeling more comfortable with the front. Then I started sort of dropping the times, put my head down and started really trying."

Gobert said he could see Pegram and Bostrom ahead of him and had nearly given up on the spot until Hacking made a challenge on lap 11.

"We were riding pretty close," Gobert said. "I got up the inside of him coming onto the straight and he didn't really let me in. We were side by side and he just kept tipping in on me. So I had no option but just to run us both out a little bit so then he sort of stuffed me back in two and nearly took me out. So it was on after that. I sort of stuffed him really bad and he tried it back and we did a bunch of times, even on the cool down lap he stuffed me again, so I stuffed him before the pits. So that was funny, that's what really got me motivated."

The fight for fourth was a contrast in styles. According to Eric Bostrom, Pegram was "blazingly fast" in turns one and two, and Pegram said that Eric was faster in the infield.

"It worked out almost exactly wrong," Bostrom said. "Both of us had our fast spots and it kind of held us back."

Pegram also said he knew he could pass Eric Bostrom, but couldn't get away.

"We had real even lap times," Pegram said.

Bostrom's late flyer

Ben Bostrom spent most of the final qualifying session loitering. The Vance & Hines Ducati rider wasn't doing much before he started moving up to hang out with the leaders. With a few minutes to go he got serious. And when he crossed the line with about 30 seconds to go in the 45-minute session, it was clear how serious he was. He'd earned his third pole position of the year with a stunning new lap time that shattered the old lap record by over a second, knocking former record holder Mat Mladin back to second.

The best was a lap of 1:36.070/112.418 mph around the three-mile, 10-turn Brainerd International Raceway. Mladin's old record was 1:37.263.

"I knew all these guys were great riders and just from looking at how fast they go in all the practice, I knew Mat (Mladin) almost put it in the 36s this morning, so I was like, 'Oh boy, you're going to have to do a low 36 if you want pole,'" Bostrom said.

The 25-year-old Californian waited and waited, then went for the hot lap.

"I wanted to do it the lap before, but I got stuck on someone," he added. "I waited a little bit and then I tried to go fast the last lap and I only had to pass one guy, it just worked out really good, it was a pretty clean lap. There was a lot of traffic, so everybody has to deal with it. I got a very clean lap in and my bike just ran perfectly. It made it pretty easy."

After his 10th-place finish at Mid-Ohio, the result of a bad oil seal, Bostrom was glad to take the one extra point that comes with pole position, especially since Mladin was second fastest.

"I figure if I don't win the next two races... Mat's been riding great all season, and he's going to be pretty hard to beat for the final," Bostrom continued. "Right now the 'Go Shows' (Anthony Gobert) is only two points back on me, so we still got a three-way scrap even though Mat's got a decent gap. If one of us wins both and Mat takes a third, one of us could win the title, so it's not over yet for sure. It'll be good right up to the end."

What Bostrom sees as a plus is that the team is on a roll after hitting its stride in the second half of the year.

"The first half of the season I kind of learned the Ducati a bit and was just trying to get my own confidence and figure out if I could actually win or not," Bostrom said. "And that win (in the

World Superbike race at Laguna Seca) came, and, like the second half of the season, I wish we had a few more races because I'm getting quicker and quicker as the season goes and my learning curve's going good chasing these guys right now, so it's been great. After that win I was planning to win Mid-Ohio and we had a bit of an oil problem, and I pretty much have to win now."

Mladin was the lone Suzuki on the front row. Third was Vance and Hines' Gobert, and Fast By Ferracci's Matt Wait was a surprising fourth, his first front-row start of the year. But it was Mladin who was the man to beat for the pole, and he nearly had it.

Facetiously, he said he had the best bike on the track, the fastest, the best handling, the best accelerating. But everyone knew it was a joke: You only had to look at the top speed numbers.

"On a more serious note, the Ducatis are running good, there's no doubt about it," Mladin conceded after his 1:36.410 lap time. "You wouldn't be sitting beside three of them on the front row if they weren't running good. I think the biggest advantage they have here is that they get to speed quickly and through turn one where you go down a gear, you're sort of pulling out of there in fifth. Obviously, they have good torque, good power, so they seem to pull good off the high-speed corners. They seem to keep it up there pretty good. We're doing a good job, we're happy with how it went. It would've been nice to get that point off Ben. Ben's just doing an awesome job. He's riding the wheels off that thing. He's really coming good at the end of the year when he needs to."

"The lap time I done today was pretty much the quickest I could do. It was just, I was pushing my own air for both the laps that I had a go. I didn't see anybody out there. There were a couple of laps where I would've liked to try to catch up with somebody, but we done a good lap time. And even in the draft of somebody or pulling someone back, a six flat was going to be hard to be beat. I didn't think it was going to take a six flat. I knew maybe a 6.2, 6.3, 6.4, like we done, or a 6.5, that's a damn good lap time. You can't take nothing away from Ben. He's on it," Mladin concluded.

Gobert was third, and thinking he should have been first.

"I thought I had a little bit more in me," he said, his time just .008 of a second behind Mladin's.

Having missed this race due to his three-race suspension last year, Gobert had to learn the track, which he likened to some of the European tracks he raced on. He also said it was easier to learn than Mid-Ohio, where he struggled to a ninth-place finish.

That was a severe blow to his title hopes, and he said that only misfortune by Mladin could save him now.

"Mat's had a pretty good run this year with luck, luck-wise, so hopefully, you know, he might crash," Gobert said, at which point Mladin threw his head back in laughter. Gobert quickly reversed himself by saying that he didn't "wish, you know, for Mat to crash, but that's sort of what we need really to make it easier for us, because 15 points is hard to make up in two races."

Then came Wait in his first race since his fall at Elkhart Lake a month and a half earlier. The FBF Ducati rider said his back was still stiff, and there was some question about whether he would even ride.

"It was doubtful if I was even going to race this weekend because at Mid-Ohio there was no way, I couldn't even tuck in," he said after turning a 1:36.587, the last rider in the 36s. "I sat on the bike and my back hurt so bad. I'd say I'm about 70 percent back. When your adrenaline's pumping it all goes away."

His job was made less stressful by the fact that Eraldo Ferracci had built him a very capable machine.

"Ferracci put together a good setup and, like I told Ferracci, I just had to sit on the bike because the bike was doing such a great job for me," Wait said. "It just made it easier for me."

As for the 21-lap race, Wait said he just wanted to, "be there till the end and see what turns up. It's a long race. You don't really have such strategy, you just try to be up front the whole time and be there at the end. That's all that matters."

Starting off the second row was last year's winner Eric Bostrom. The American Honda rider had stunned a few people by winning Brainerd last year, but hasn't been on form since crashing in practice at Daytona - the first race of the year. Fifth was his best qualifying effort of the year, but he knew there was more in it after clocking a 1:37.069.

"We have the thing working pretty good, we're just missing on the last amount of entry speed or we'd be right there," Bostrom said. "We're not sure exactly where the problem is. On Friday we were hurting pretty bad. Today we made a change to the front and gained basically a second."

Also turning in his best qualifying performance of the year was Yoshimura Suzuki's Steve Crevier, though he had a mechanical failure at the very end of the session when he may have improved his time even more.

The rest of the second row was Yamaha's Jamie Hacking and Yoshimura Suzuki's Steve Rapp.

The line between the haves and have-nots could not have been any more clear. Yamaha's Rich Oliver was the last of the 16 factory riders, his time more than three seconds faster than 17th fastest James Randolph, though most of the rest of the 35-rider field was on 750cc Supersport equipment.



Four Strokes. Two Motos. One Sweep.

Doug Henry and his almighty YZ400F are perfect in Ohio, sweeping to a 1-1 finish at the Battle of Troy.



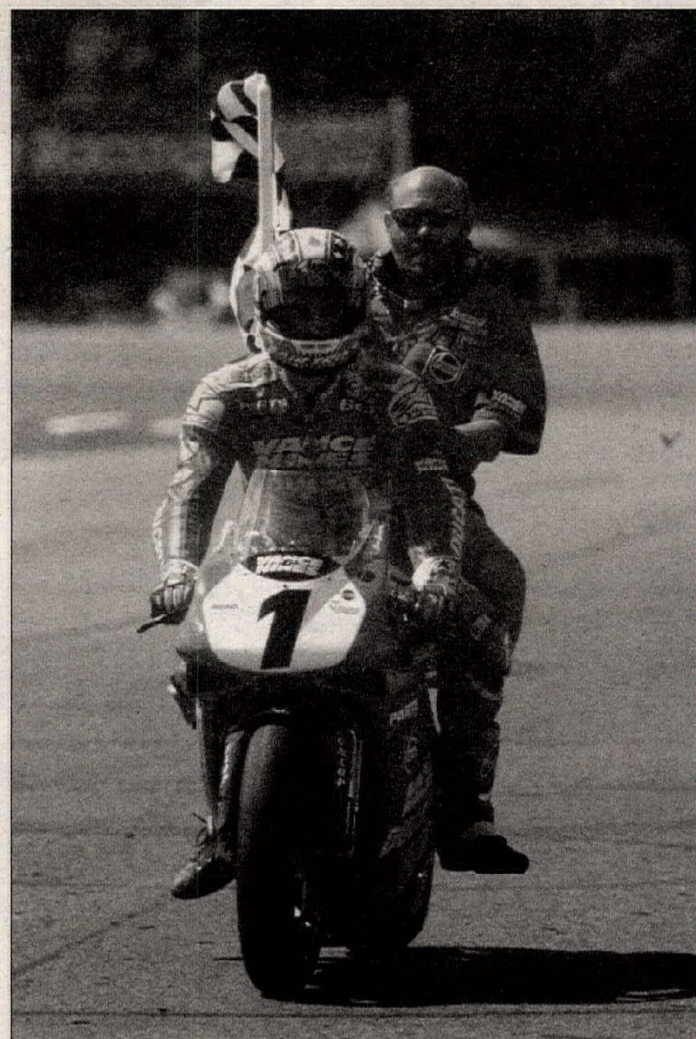
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YAMAHA



(Left) Larry Pegram (72) was a factor early in the race, but he eventually finished fifth after being passed by Eric Bostrom (32) - last year's Brainerd winner. (Right) Ben Bostrom takes his tuner, Gary Medley, on a victory lap after posting the win at Brainerd.



They were both waiting for the last lap before Gobert crashed the party.

"I thought I'd lost him and when he came by, he came by at full clip," Bostrom said of Gobert. "I was a little worried about Larry, but once Gobert went by I wasn't worried at the end."

Hacking had also been passed by

Gobert, but not without a struggle. The still-developing Yamaha R-7 is down on power, so Hacking had to override it in the infield and take his lumps on the long straightaway.

"I'd have to ride it so hard to get them on the brakes in the infield and they'd laugh at me," Hacking said.

Briefly...

Mike Hale returned to racing at Brainerd, though obviously not on the Proton, Modenas KR3. Instead, the Texan was aboard a World Sports Imports Honda RS250, the same machine that Kurtis Roberts rode last year and that WSI's Chuck Sorensen rode to fourth place at Daytona this year before switching to a Yamaha TZ250. Hale said the ride had been coordinated by Mike Watt of Fox Shox, a friend of the WSI team, and had been put together in the past two weeks. "It was a good opportunity before I go back," Hale said, referring to his return to the GP wars at the Czech GP in Brno in three weeks. "I've been wanting to ride a 250 and see what I can learn. It'll give my foot and hand a shake-down." Hale broke a bone in his left hand and also broke his left foot in a crash in practice at the May French GP at Paul Ricard. Tendon damage to the hand, which required surgery in Texas, hampered his recovery. He put the hand at about 70 percent, but had the use of the thumb and first two fingers, the digits most needed for gripping the handlebar. The foot is still tender and needed no surgery for the break, which was in the area of the socket of the little toe. Hale had practiced on a friend's 250, most recently at the Motorsports Ranch, a new facility outside of Fort Worth, Texas. This would be his first race. "It's something Kenny (Roberts) and I talked about doing during the break, get on a 250," Hale said. "These guys (World Sports Imports) run a top 250 team. Mike (Watt) had talked to them and they said they're game any time I want to ride." Since getting the word that he'd been racing, Hale had started to train more heavily, mountain biking and running for the 10 days prior to the Brainerd race. Hale finished second in his heat race and second in the 250cc Grand Prix final.



AMA road race manager **Ron Barrick** will join FIM officials when they inspect **Road America** with an eye toward homologating it for the 2000 U.S. Grand Prix. Barrick said he'd be going to Elkhart Lake with his FIM counterpart Claude Danis and Franco Uncini, the riders rep for the International Racing Teams Association (IRTA). August 11-12. Barrick said they'd look at where the problems are for motorcycles. There are existing plans for a chicane in the middle of the backstraight. "I think they're comfortable with those," Barrick said. "But they want to have a look at it."

There are other issues to discuss, including the mandatory full course closed circuit TV system that the track has to install.

Barrick also said that he visited **Phoenix International Raceway** following the race at Mid-Ohio to discuss changes which would make the track acceptable to AMA riders. The track, which has been troubled with safety issues from its inception, proved especially perilous this year, and the prevailing consensus was that the AMA Superbike tour not return to PIR. "They're willing to do a lot of stuff," Barrick said, adding that the final approval would fall to Jim France of the International Speedway Corporation, the track's owners. Barrick's feeling was that the track was willing to make the changes necessary to keep the race, though he didn't know if the other sanctioning bodies who run races at the facility would agree.

Yamaha's **Jamie Hacking** finished 14th in the Suzuka 8-Hours on a mostly stock bike, but came away impressed with both the bike and the country. "I liked the track, it suited me, suited my style of riding," he said. "It went good. We weren't on the best equipment, but I learned a lot, learned a lot about the track, about having to deal with a certain setup. I guess I made those guys happy, they were impressed." The bike was nearly stock. "It had no computer on it, no nothing, no stuff to

set it up with, stock forks, stock shock. It had a kit radiator and some of the motor was kit stuff and it had quick-change stuff on it, that was basically about it." Hacking thought he was going to be on more highly modified equipment. "Like my guys told me when I got over there, I can't expect on the first time over there to be on (Noriyuki) Haga's bike. I made a good impression and if I stay with Yamaha next year I'll be on a factory bike." Hacking's teammate was Noriyuki Fujiwara, whose style was much different than Hacking's. "It's weird, I would've thought he would've been closer to the set-up than he was. We finally convinced him to tighten the bike up a little or getting it into the ballpark where I could ride and he went out and rode it and he liked it, then they kind of stopped. They said, 'Okay.' Because the crew that was working on it they were just factory workers, they worked in the factory, they built bikes in the factory. They'd never done this before. To change some of the stuff those guys were freaking out." Overall, Hacking said, "It was just an experience. I had to deal with the bike the way it was and we handled it pretty well." Hacking was accompanied by Yamaha's Tom Halverson and crew chief Tom Houseworth. As for Japan, "I liked it. Man, it's not right, the way they treat you. It's unbelievable the way they

treat you. They'd do anything for you. It's totally nice. And the weather was unbelievably hot, 89 degrees and 85 percent humidity. Today (when it was near 100 degrees in Brainerd) is nothing."

American Honda's **Miguel DuHamel** was advised by his doctors to not race at Brainerd, according to his manager Alan Labrosse. Labrosse said that Dr. Arthur Ting, who performed the surgery on DuHamel after he rebroke his leg in a crash at Road Atlanta, said that he, "could have raced, but it's probably best not to. Physically he could have. The bone isn't healed yet. It would just take one bad incident to break it again. If you look at him, compared to Daytona in March, he's definitely not worse. He's walking without a cane and has full mobility. He's been training with some specialists. Actually, he's in pretty good shape."

American Honda's **Gary Mathers** confirmed that the team would be racing the new Honda V-twins next year with Nicky Hayden, who's under contract, and, most likely, Miguel DuHamel. "My boss, Ray Blank, is in Japan right now," Mathers said. "He's supposed to come back with the budgets and some information on the twins." Mathers said the only decision is whether they'll get DuHamel. "I assume he wants lots of money," Mathers said. "The rumor is that Harley is after him big time. I don't think they knew what they had when they had him the first time." Harley-Davidson's Steve Scheibe said the team hadn't yet made any decision on a second rider to Scott Russell, who's under contract for next year. The team will have three bikes, one for each rider and a spare. Mathers also revealed that the team was meant to have the V-twins for this season, but that it got delayed when Honda started over with a completely new bike. The plan was for the factory to run twins in 1999, with two or three other bikes going to other teams, likely Honda satellite team Erion Racing, in 2000. As it is, Mathers does not believe that any other teams will be supplied with twins next year.

The purse for **Colonel's Brainerd International Raceway** event was up \$7500 to \$60,000. V&H Ducati's Ben Bostrom took home \$4500 for winning, with Yoshimura Suzuki's Mat Mladin taking the \$3200 second place money, and V&H Ducati's Anthony Gobert earning \$2500 for third. Bostrom also collected the \$1000 Interstate Batteries Superbike Pole Award for fast qualifying time.

The race was sponsored by **Colonel's Truck Accessories**, a Michigan aftermarket supplier for trucks, which also has naming rights to the circuit, officially "The Colonel's Brainerd International Raceway."

BIR continues to be a **work in progress** after the ownership transition that took place over the winter. Among the casualties of the flux was the race program that had always been done in the past by Dave Ferroni, the eminently efficient former public relations director who was part of the purge. No program was available at Brainerd, even though for a day and a half the announcer implored the fans to go out and buy one. There will continue to be changes for next year, with the planned addition of a 125-room hotel just outside the track entrance.

"They were playing with me. But as long as we're making progress with the bike, I'm happy. When we do get something, they better look out."

Hacking was by himself in the early going and at the end. Not so for Pridmore. He was in the middle of a string of mostly Suzukis, all trailing Hayden for a while until they reeled him in. Hayden was on him on lap 11 and by on lap 12, with three riders directly in line behind him. He could never really shake Hayden, but did manage to hold on at the end.

All weekend long Pridmore had been losing the front end.

"Yesterday in practice I put my face through the windshield," Pridmore said. "Your confidence goes down a lot."

The team reworked the GSX-R750 overnight, and it was transformed.

"Going through turns one and two I felt pretty strong and I felt if I could get in front of them I could get away," he said. But he couldn't shake Hayden.

"It was fun racing with him," Pridmore said. "He started going faster once I got past him."

Seventh was four spots lower than he'd finished in his previous race, a season's best of third at Mid-Ohio.

"After finishing on the box, it's hard to accept anything else," Pridmore said.

Hayden knows a thing or two about finishing on the box, but not in this class. He never came to grips with the RC45, though it got better at the end. His best lap was the 19th, and the 20th was his second best.

"The last five were within two-tenths of where I qualified," Hayden said.

One area he had trouble was turn one, according to Crevier. Crevier chased him through there for the second half of the race, but couldn't get the better of him.

"I couldn't get a drive to pass him and lapped traffic just screwed me," Crevier said.

Chandler was never in the hunt and he finished just in front of Rapp.

"I just could never get the thing to steer the way I liked it," said Chandler, who had won the previous two races. "I knew we were struggling and never got it sorted out. We started the race with something different, we hadn't tried it before. I couldn't carry speed on the corners like the other guys."

Brainerd International Raceway
Brainerd, Minnesota
Results: August 2, 1999 (Round 11 of 12)

SUPERBIKE QUALIFYING: 1. Ben Bostrom (1:36.070); 2. Mat Mladin (1:36.410); 3. Anthony Gobert (1:46.418); 4. Matt Wait (1:35.587); 5. Eric Bostrom (1:37.069); 6. Steve Crevier (1:37.452); 7. Jamie Hacking (1:37.649); 8. Steve Rapp (1:37.664); 9. Doug Chandler (1:37.283); 10. Larry Pegram (1:37.847); 11. Nicky Hayden (1:37.956); 12. Scott Russell (1:38.220); 13. Aaron Yates (1:38.748); 14. Jason Pridmore (1:38.793); 15. Pascal Picotte (1:39.295); 16. Rich Oliver (1:39.435); 17. James Randolph (1:42.595); 18. Tom Kipp (1:42.694); 19. Rad Greaves (1:42.818); 20. Tripp Nobles (1:43.632); 21. Jake Zemke (1:43.984); 22. Jimmy Moore (1:44.010); 23. Grant Lopez (1:44.139); 24. Mario Duhamel (1:44.474); 25. Jamie Bowman (1:44.578); 26. Andrew Deatherage (1:44.838); 27. Shane Clarke (1:44.991); 28. Roger Lee Hayden (1:44.992); 29. John Jacobi (1:45.507); 30. Dean Mizdal (1:45.565); 31. Randall Mennenga (1:45.780); 32. Mike Walsh (1:45.854); 33. Roger Hendricks (1:46.132); 34. Cory Call (1:46.685); 35. Scott Ruehle (1:46.883).

SUPERBIKE FINAL: 1. Ben Bostrom (Duc); 2. Mat



Bostrom takes aim and sprays his teammate Anthony Gobert on the winner's rostrum. Gobert finished third after dropping back as far as sixth early in the race.

(259/1); 6. Jason Pridmore (238); 7. Aaron Yates (227); 8. Eric Bostrom (218); 9. Jamie Hacking (210); 10. Steve Crevier (195); 11. Steve Rapp (186); 12. Mario Duhamel (150); 13. (TIE) Rich Oliver/Pascal Picotte (146); 15. Miguel Duhamel (141/1); 16. Matt Wait (126); 17. James Randolph (125); 18. Dean Mizdal (122); 19. Cory Call (100); 20. Jamie Bowman (92).

Upcoming Round:
Round 12 - Fountain, Colorado, September 19

Chapparral Suzuki's **Richard Alexander Jr.** sat out the Brainerd round, still suffering from the lingering effects of the Lyme disease he contracted mountain biking before the Road Atlanta race back in May. "There's a lot of misconceptions about Lyme disease and its long-term effects," Alexander said in a statement released by American Suzuki. "In my case, since the disease was detected right away, the doctors expect I'll have a full recovery. They're treating me intravenously with antibiotics each day over a three-week period. Obviously, I would like to be riding at Brainerd, but I need to concentrate on getting well and getting my strength up before I ride." Alexander is expected to be back for the final AMA round at Pike's Peak in late September.

World Sports Imports' **Chuck Sorensen** won a **Mazda Troy Lee Edition Truck** for taking his first Mazda Trucks 250cc Grand Prix championship. Chapparral Suzuki's Tom Kipp took home a \$10,000 championship bonus for winning the Lockhart Phillips USA 750cc Supersport title, plus an unspecified bonus from American Suzuki.

The AMA distributed a warning to riders not to take their **helmets** off on the cool-down lap, a rule which was immediately dubbed the "Nicky Hayden" rule. Hayden took his helmet off after he beat his brother in the 600cc Supersport race on a hot day at Mid-Ohio. Hayden's father, Earl, said that he did it, not to celebrate, but simply because the heat had made him feel suddenly ill and he needed fresh air. The rule didn't stop Ben Bostrom from collecting his helmet-less tuner Gary Medley for his victory lap around Brainerd.

Nick Ienatsch pulled out of the Mazda Trucks 250cc Grand Prix after Sunday morning's practice when he broke a piston on his Aprilia. The racing journalist was riding an Aprilia backed by Colin Jensen and Tom Christensen, of Tom Colins Racing. Ienatsch raced the Aprilia to fourth at Laguna Seca and was to race at Brainerd and Pike's Peak, but this weekend's results may have changed his plans. The bike is a 1997 ex-European Aprilia race bike that ran flawlessly at Laguna Seca. This weekend, tuner Steve Biganski leaned on the engine a little and the team found that reliability had suffered. "When it makes 78 horsepower it'll run all day long," Ienatsch said. "Now that it's making 85, we can't get by with old parts." There were problems in both Friday and Saturday's practice, then came the broken piston. "It didn't stick and break a piston, it broke a piston and bent the rod and ended our day," Ienatsch said. Discussions have begun about possibly running the Aprilia full-time next year. "We're talking about it with these guys. I guess we'd have a little more support, maybe a spare motor in the truck. Some more financial backing. Probably the same bike."

Harley-Davidson's **Steve Scheibe** can't wait for next season. "From my point of view, this is the continuity the Ford opportunity brought us," he said. "This is the first time that we will ever be able to maintain any momentum from one season into the next, so we're really looking forward to that next year. This year actually our start was late in coming, so we weren't

able to take advantage of all that. But now we've been putting a lot of effort into what we'll be doing next year. Finally we'll be able to hit the winter test schedule with next year's equipment instead of last year's." As for riders, Scott Russell is under contract, but Scheibe needs a second rider. "We'll be investigating that in the next few weeks," he said, adding that the team had a "good relationship" with current rider Pascal Picotte.

The question everyone was asking in Brainerd was, "**What are you doing next year?**" Very little is known about the make-up of next year's teams. Three riders are under contract, Erion Racing Honda's Nicky Hayden, Harley-Davidson's Scott Russell, and Yoshimura Suzuki's Mat Mladin. Other than that, it's all up in the air. Yamaha's Jamie Hacking said he'd made no plans. The same goes with team owners. Vance & Hines Ducati's Terry Vance denied that his deal with Ducati for next year was finalized, though he expected it to be done some time the week after Brainerd. Vance wouldn't say who he'd sign, though the advice he seems to be getting is to keep Ben Bostrom. "Our bikes are really good," Vance said. "There are a lot of guys who are really good and if everything goes right, you win." Vance said that Anthony Gobert was "definitely gone," to Ducati, Vance assumed. "That could change, but the plan is to stay with Ducati." After qualifying third, Gobert said he hadn't signed anything and had a number of offers. Gobert said he thought it would depend on how the World Superbike season turns out for Ducati, as well as how the AMA championship turns out. In the end, he "wants to ride for Ducati at this point. Everything's really close." Gobert was inquisitive about the expected Honda V-twin. It's been rumored that Virginio Ferrari, who formerly ran a Ducati World Superbike team, would be running the Honda team next year. Among the wackier rumors was that Eraldo Ferracci would use the expected Honda V-twins in America and that current FBF rider Larry Pegram would end up at Yamaha. Ferracci said he's still waiting to hear back from Ducati and expects an answer shortly. With Husqvarna's Alessio Chiodi planning to race in the U.S. next year, Ferracci said he may end up doing Supercross and motocross.

Erion Racing's **Kurtis Roberts** said his manager, Gary Howard, was working on his year 2000 plans. It's likely Roberts will leave the Honda fold, one sign being that they chose not to put him on an RC45 during Miguel Duhamel's extended absence. If they were interested in keeping him, they surely would have given him a look. Alan Labrosse, Duhamel's manager, said that American Honda has "indicated they want to retain his services," which was confirmed by American Honda's Gary Mathers. If Honda does keep Duhamel, they'll likely let Eric Bostrom go since they have Nicky Hayden under contract for 2000. Labrosse also manages Eric Bostrom and Harley-Davidson's Pascal Picotte. "They'll all have rides," Labrosse said. The rumor in Brainerd was that Picotte would return to the Fast By Ferracci Ducati team he left nearly four years ago. Picotte spoke with Ferracci during this past off-season, but couldn't come to terms. When they were spotted together on Sunday morning, they both laughed and denied it was about a ride for 2000. Labrosse also

noted that every off-season Picotte is rumored to go back to Ferracci.

Muzzy Kawasaki's **Doug Chandler** confirmed the rumors that he'd been in touch with **Aprilia**. But Chandler added that he felt Aprilia wasn't interested in fielding an AMA Superbike team next year. Chandler also said that he'd met at Mid-Ohio with Mike Preston, the man Kawasaki tabbed to run their road race program next year. Chandler said it was still too early to know where he'd be riding next year, but he definitely wants to come back and compete for his fourth superbike title.

After winning his third 750cc Supersport title, Chapparral Suzuki's **Tom Kipp** said he wanted to get back to the Superbike class. "Absolutely. It's definitely what I want to do," Kipp said. "My heart is in Superbike racing. Supersport racing is usually a part of the game, too. I've had good success in Supersport racing, but it does feel a little odd not being on a big bike as well. Either way, we'll see what happens." Kipp said he hadn't made any definitive plans yet for next year. His teammate was in the same boat. "To be honest, I'm not signed for next year, but the way things have been going I've just been taking it as it comes and I haven't really even been bothered about next season just yet," Damon Buckmaster said. "I simply just want to get my racing back on track and the career back on track and that's that. Maybe things will start happening now. We've got a six-week break until one final race. Maybe it will start happening now. I'm sure it will. I'm happy with the way it is."

Muzzy Kawasaki's **Aaron Yates** was rumored to have signed with Yoshimura Suzuki, but Yates, who's had a disastrous year on the Kawasakis, denied it. "We've got a good idea," the Georgian said with a smile. "We're still talking."

Yamaha's **Rich Oliver** said he was at about 50 percent strength at BIR. "In the morning when I'm fresh, I can ride pretty good," he said. "As the day wears on, it kind of wears me down a bit. It's going to take time to get the elbow working again." As for his plans for next season, Oliver said that Yamaha had told him they'd speak after Brainerd. "There's no indication what Yamaha's doing. I've expressed interest in coming back." If not, Oliver said he would like to join a team that could take advantage of his Superbike and 600cc experience.

Two of the top three AMA Superbike finishers, as well as Muzzy Kawasaki's Doug Chandler, used a special tire **Dunlop** made for high-speed circuits. Vance & Hines Ducati's Ben Bostrom and Anthony Gobert used the modified Dunlop 501, which was built specially for Brainerd and Road America. According to Dunlop's road race coordinator Jim Allen, the tire is specifically built to prevent overheating in the center of the tire, which is sometimes a problem on the long runs at those two tracks. "Normally when we do that there's a reduction in side grip, but (Doug) Chandler thought it was as good as our regular tire." Allen said, adding that Ben Bostrom said that he could do steady 1:36s if he had to, though his best lap time was a 1:37.152. Second-place finisher Mat Mladin and fourth-placed Eric Bostrom both used the standard tires.



AMA/Pro Honda Oils 600cc Supersport Series
Round 11: Brainerd International Raceway

Down to the wire

By Henny Ray Abrams
Photos by Tom Riles

BRainerd, MN, AUG. 1

Erion Racing's Kurtis Roberts wanted to win the Pro Honda Oils 600cc Supersport so badly that he lost it.

Leading into the final corner on the final lap, Roberts was a little too enthusiastic. The rear stepped out, he nearly came off, and Yamaha's Jamie Hacking was right there to take advantage and take the win, his second of the year, this one in stunning fashion.

"He was running this one (turn 10) a little too hard and he could've backed off and probably could've got it," Hacking said of Roberts, who'd taken the lead on the final lap in turn three. "But he got in there and got a little antsy. I thought he was going down. He did a good job saving it."

Roberts said he didn't know how close Hacking was.

"Really, if you go in there and lead it in there you're going to win the thing here," Roberts said. "I just went in just a little bit too deep, I didn't get it stopped quite as quick as I would have when I flicked it in. It just moved around and lost the back and picked up off the line and Jamie was right there."

The result was that Hacking had won the epic battle by .280 of a second with Roberts second and Nicky Hayden a comfortable third on the second Erion Racing Honda.

Hayden could afford not to push after what happened to his brother. Along with a pack of other riders, Tommy Hayden was run off the track in turn 10 on the first lap, dropping back to 25th place. Had he finished there, Nicky

Hayden would've won the title. But Tommy Hayden turned in the most impressive ride of the day.

Knifing through the field, Hayden was in 14th at the halfway point, but there was more to come. He started the last lap in 10th and ended it in fifth, taking riders everywhere. Along the way, he turned in the fast lap of the race and saved his championship hopes.

With only the final round at Pike's Peak remaining, Nicky leads Tommy Hayden by 14 points, 346-332. Hacking is third at 285. Nicky has to finish eighth or better to clinch the title, assuming brother Tommy wins and leads the most laps.

Today's race was a record for Hacking, the South Carolinian knocking nearly 22 seconds off the previous best. He completed the 13-lap, 39-mile race in 22 minutes, 12.061 seconds at an average speed of 105.401 mph, well under the previous mark of 103.654 mph.

Yamaha and Erion Racing alternated the top spots on the front of the grid, with fast-qualifier Hacking in front of Nicky Hayden, Tommy Hayden, and Kurtis Roberts.

Hacking got the jump on the field with Roberts and Nicky Hayden following, then Yoshimura Suzuki's Steve Rapp and Steve Crevier. By the time the first lap ended the field had a different look.

Going into turn 10, the final right before the finish line, Robert Jensen slid out, taking a number of riders with him. Some crashed, including Yamaha's Rich Oliver, and others were just forced to take evasive action - Tommy Hayden and American Honda's Eric Bostrom among them.

"This dude came up the inside of me and tried to outbrake the whole pack," Tommy Hayden said. "He lost the front and ran some people off the track. He took Rich (Oliver) out. He was right in front of me. I couldn't turn in."

Hayden would finish lap two in 22nd with Eric Bostrom 19th. Bostrom ran into clutch problems and nursed his bike home to 14th place.

Roberts took the lead on lap three,

lost it briefly into turn one, and took it back in turn two. That's how the race would go. No one was going to get away, a mistake could decide the winner, and it was up to these two to decide.

Nicky Hayden knew his brother was out and made the smart choice not to push.

"I was kind of right there at the beginning and I seen my board said number 22, P-15 or something and then these guys were going at it pretty good," Hayden said. "They were both wanting to win real bad and they were doing a great job up front and I just, for me, I didn't think it was quite worth getting up there and trying to race them because I didn't think it'd be worth it. I just kind of played it a little bit conservative and I got a little too conservative and my gap closed down to fourth and I kind of upped the pace and got a little gap, and just ran a boring race all by myself most of the way. All in all, I'm happy with the way it turned out. That's what I needed, I gained a few points and we'll just go to Colorado now."

Hacking was in front on lap five, pulling out of the draft to take the lead. Roberts used the draft on lap six to take the lead into turn one, holding it until the eighth lap when Hacking was in front again - this time for quite a while.

Roberts was content to sit on him, and Hacking knew he was there, waving at him a few times and giving him a thumbs-up.

"I was just following him, he wanted to lead because he was going a little faster than I was when I was in the lead," Roberts said. "So I was just following the whole race and decided to pass where I knew I could in three. I was good on the brakes there all weekend. I got him there, I just tried to last pretty well and messed up, that's it."

Hacking's view was a bit different.

"He was kind of holding us up in a couple of turns on the infield, so I got by him and I motioned him just to follow us," Hacking said. "We were doing low 42s and I dropped it down pretty good and we were able to get away from

Kurtis Roberts (80) and Jamie Hacking (2) were this close for the entire 600cc Supersport final. Roberts almost crashed in the last turn, giving Hacking the win - his second of the season in the class. Nicky Hayden finished third, taking a big step toward winning the 600cc Supersport title.

those guys and then it was just race to turn in here."

Hacking saw an opening just before the bus-stop turn on the final lap because he'd seen Roberts sliding on the way in.

"When he gathered it back up he snapped to the right and I was right there, so I had to shut off," Hacking said.

It came down to the final turn and Roberts was in too hot, his tires well used up.

"They had a lot of laps on them," he said, adding, "At first I wasn't sure if he was going to come under me, I was trying to get it turned back down, but he rode a good race. He was definitely fast all weekend."

Nicky Hayden finished third, about 11 seconds back, and about two seconds in front of Valvoline EMGO Suzuki's Josh Hayes. Hayes had been with Muzzy Kawasaki's Aaron Yates for much of the race, then Yates pitted on the 11th lap with oil on his peg. A valve cover bolt had broken.

"I was running through turn two, running up on Josh and my foot slipped a couple of times," Yates said. "In turn three it slipped off five or six times."

Fifth went to the charging Tommy Hayden, going through riders wherever he could get them on the final lap.

"I got two right at the end here (between turns nine and 10) then I ran wide," Hayden said. "I can't believe they didn't get me."

The riders he got were Brian Parriott and Tom Kipp, the pair in a pack of eight all covered by two seconds.

Parriott got Yoshimura Suzuki's Crevier and Pridmore on the 11th lap, checking up behind Kipp. He followed Kipp on lap 12 and went under him before the bus stop, holding the spot across the line. Kipp came back through and he followed him for a while before taking the spot again. A lapped rider at the apex of turn nine balked him slightly, and that's when Parriott thought Tommy Hayden got him.

On the run from turn nine to 10 he weaved to make sure Kipp couldn't get him, and secured his best finish of the year. Kipp objected to the weaving, but Parriott, whose Honda F-4 is backed by Emil Pesari, with an engine by Andy Milton of Supersport Engine Development, said it was "no more than they would do."

Kipp was less than a 10th behind in seventh, his best of the year, with a stream of riders in his wake. He said that changes the team made to stiffen up the suspension paid off.

"I focused on using the draft as much as I could," Kipp said.

It wouldn't help on the final lap.

When Parriott weaved on the run between nine and 10, it "just totally hosed me," Kipp said. "I had to get out of the throttle two times to keep from getting my front end chopped."

Eighth, in his best finish of the year, was Sean Kowalski on an Erion Racing Honda.

Then came Pridmore, Chaparral Suzuki's Damon Buckmaster, Crevier and Rapp.

**Brainerd International Raceway
Brainerd, Minnesota
Results: August 2, 1999 (Round 11 of 12)**

600cc SUPERSPORT FINAL: 1. Jamie Hacking (Yam); 2. Kurtis Roberts (Hon); 3. Nicky Hayden (Hon); 4. Josh Hayes (Suz); 5. Tommy Hayden (Yam); 6. Brian Parriott (Hon); 7. Tom Kipp (Suz); 8. Sean Kowalski (Hon); 9. Jason Pridmore (Suz); 10. Damon Buckmaster (Suz); 11. Steve Crevier (Suz); 12. Steve Rapp (Suz); 13. Jake Zemke (Suz); 14. Eric Bostrom (Hon); 15. Eric Wood (Kaw); 16. Nate Wait (Kaw); 17. Chuck Graves (Yam); 18. Steve Johnson (Kaw); 19. Roger Lee Hayden (Suz); 20. John Hedstrom (Yam); 21. Greg Fryer (Yam); 22. Nick Daniels (Yam); 23. David Ortega (Suz); 24. Eric Dooyema (Yam); 25. Aaron Yates (Kaw); 26. Jeffrey Purk (Hon); 27. Rich Oliver (Yam); 28. Robert Jensen (Yam); 29. John Hopkins (Suz).

Time: 22 min., 12.061 sec.

Distance: 13 laps, 39 miles

Average speed: 105.401 mph

Margin of victory: 0.280 sec.

AMA 600cc SUPERSPORT SERIES POINT STANDINGS (After 11 of 12 rounds): 1. Nicky Hayden (346/5 wins); 2. Tommy Hayden (332/3); 3. Jamie Hacking (285/2); 4. Kurtis Roberts (270); 5. Josh Hayes (248); 6. Steve Crevier (235); 7. Aaron Yates (232); 8. Jason Pridmore (219); 9. Steve Rapp (212); 10. Eric Bostrom (201); 11. Brian Parriott (175); 12. Tom Kipp (169); 13. Sean Kowalski (161); 14. Rich Oliver (148); 15. Jake Zemke (137); 16. Miguel Duhamel (115/1); 17. Damon Buckmaster (110); 18. Paul Harrell (90); 19. Joseph Gill (84); 20. Takahito Mori (76).

Upcoming Round:

Round 12 - Fountain, Colorado, September 19

**AMA/Lockhart Phillips USA 750cc SS Series,
Round 10: Brainerd International Raceway**

Chaparral Champagne

**By Henny Ray Abrams
Photo by Tom Riles**

BRainerd, MN, AUG. 1

For a team that didn't exist a year ago, Chaparral Suzuki didn't have a bad day.

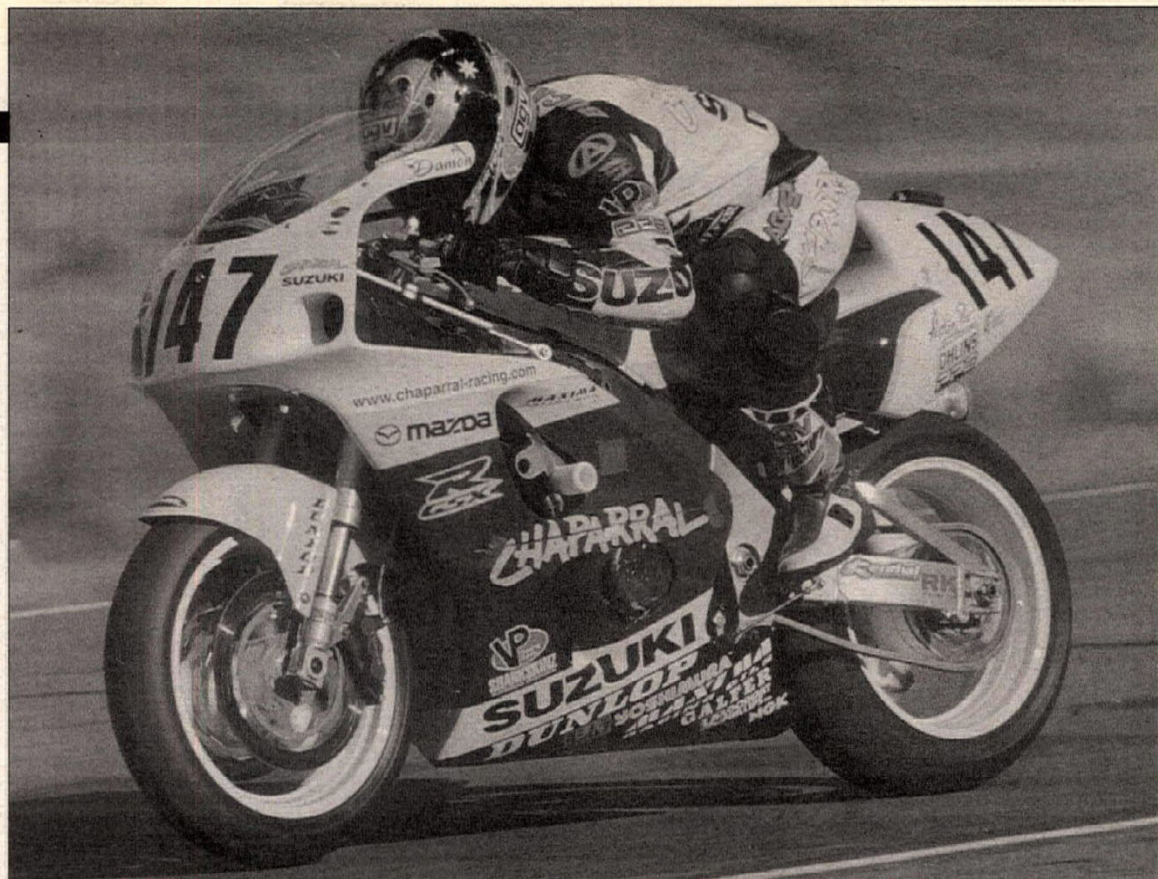
Damon Buckmaster, fully recovered from a broken neck suffered in a pre-season training accident, demolished the Lockhart Phillips USA 750cc Supersport field in record-setting time at Brainerd International Raceway, finishing 8.396 seconds in front of the field to take his first win of the year. And Tom Kipp, who two weeks before the season began didn't have a ride before being drafted into the team as Buckmaster's replacement, finished fifth, good enough to take the championship - the third 750cc crown of his career.

"The thought of retiring never entered my mind," said Kipp, who also has a 600cc Supersport Championship in his resume. "But we just figured we'd do what we had to do and bide our time and wait for the next opportunity. Damon (Buckmaster) had his accident and it opened up a door for me for Suzuki to hire me to do this series, as well as 600cc Supersport, and it's been good. That was my goal was to win this series, win the title. Today we did that, so it feels really good."

Buckmaster had come close to winning his first race two weeks earlier. The Mid-Ohio race was within his grasp when he crashed out of the lead with seven laps to go. This time he vowed to make amends.

"Obviously, last weekend was good, I had a good setup," Buckmaster said of the race at Mid-Ohio two weeks earlier. "The team put a good bike underneath me and I was running away with the win. And this weekend felt the same, to be honest. The bike was good, the team did a great job getting it how I like it. And they found if they can get the bike right, I can generally have a good win. Me, I just felt good. I didn't need to back off. It was up to 10 seconds there at one stage and that might seem silly, but it

Australian Damon Buckmaster earned the first victory of his AMA career when he completely dominated the 750cc Supersport final at Brainerd. Buckmaster's teammate Tom Kipp ended up fifth and clinched the 750cc title with one round remaining in the series.



just felt comfortable to do that, so I just ran at that pace."

Buckmaster completed the 13-lap, 39-mile race in a new record time of 22 minutes, 12.088 seconds at an average speed of 105.399 mph.

The Australian had given notice in qualifying that he'd be tough. The 750cc lap record was three years old, held by Pascal Picotte, then of the Yoshimura Suzuki team. Buckmaster lowered it by a few tenths and had more than half a second on Kipp. Jimmy Moore was third.

Moore had come into the race trailing Kipp by 34 points and had the best chance of preventing him from clinching the title in Brainerd. But on the fourth lap of the race his clutch failed so badly that he couldn't nurse his Ricci Motorsports Suzuki back to the pits.

"It's almost brand-new," Moore said after the bike came back to the pits on the sweep truck. "It slipped on the start and just got worse every lap."

Had he been in the race, Moore likely wouldn't have been a threat to Buckmaster. The Chaparral Suzuki rider gained over a second a lap, holding a 7.486-second lead at the halfway point and stretching it for a while before backing off. If he was riding hurt, it didn't show.

"I've still got some niggling problems every now and then," Buckmaster said. "If I sleep on my neck wrong, or something like that, it hurts in the morning. Same as anyone though. I'm fully fit and I think I'm better now than when I got here in January."

Buckmaster had come back to racing at Laguna Seca, the fifth race of the year, but he was struggling.

"Obviously, it's just got better and better, and Mid-Ohio, two weeks ago, was obviously really good with the lead I had there," he said. "Unfortunately, I just pushed a little too hard and come undone. It's all my fault and I've only got myself to blame. But I really wanted to make amends this weekend and get on top of the box."

The race was for second and it was a good one, with Valvoline EMGO Suzuki's Grant Lopez, Hooters' Jamie Bowman and 1-800-CYCLEGEAR's Jake Zemke, who started 10th, hooking up about mid-race. Kipp, meanwhile, dropped back after a while to a secure fifth, where he would finish to take the title.

"It was a great day for Chaparral as well as Suzuki," Kipp said. "Damon, you know, he rode flawlessly today. Hats off to him. I give him a lot of credit

for what he did today and just breaking away. It's a difficult track to break away on and he managed to do that. I'm very happy for him because I know he's had a tough go this year. In all honesty, I'm happy that he was able to do that."

As the race wore on, Bowman was riding increasingly on the edge and often off the edge of the track, and couldn't do it for the whole race. He was at the back of the trio contesting second, but didn't look like he could make a move. He stayed close though, just three-tenths out of third in the end.

It was left to Lopez and Zemke to decide second, and it was a dead heat when they took the white flag, with Zemke marginally in front.

Lopez was out front at the end of the straight with Zemke stalking and taking the spot, Lopez taking it back in the bus stop turn nine, before Zemke made his final move, an attempted pass under Lopez in turn 10, just before the start-finish line. But Lopez had the answer and took second by less than two-tenths of a second.

"I guess he was just sitting on me looking for a spot and then he just said, 'All right, I'm tired of looking, I'm going to start shooting,' and then it was just back and forth everywhere," Lopez said. "It was really good. I'm glad I came out on top today. It was pretty wild. We were both just out of control in the last turn. I just got him, I don't know, probably not by much."

Zemke said he could get Lopez on the brakes entering the corners and could carry a little bit more mid-corner speed.

"But he had really good lines going in the corners, so I couldn't really get underneath him going into the corners, then he drives off the corners really hard," Zemke said. "So most of my passes were pretty desperate."

Then came Bowman, followed by Kipp - some five seconds behind.

James Randolph was next on the Ricci Motorsports Suzuki, followed by 1-800-CYCLEGEAR's Roger Lee Hayden.

**Brainerd International Raceway
Brainerd, Minnesota
Results: August 1, 1999 (Round 10 of 11)**

750cc SUPERSPORT FINAL: 1. Damon Buckmaster (Suz); 2. Grant Lopez (Suz); 3. Jake Zemke (Suz); 4. Jamie Bowman (Suz); 5. Tom Kipp (Suz); 6. James Randolph (Suz); 7. Roger Lee Hayden (Suz); 8. Mario Duhamel (Suz); 9. Brian Parriott (Hon); 10. John Jacobi (Suz); 11. Robert Jensen (Yam); 12. Eric Wood (Kaw); 13. Shane Clarke (Suz); 14. Randall Mennenga (Suz); 15. Greg Fryer (Yam); 16. Scott Ruehle (Suz); 17. John Hedstrom (Yam); 18. Eric Shoaps (Suz); 19. Per Hogdahl (Suz); 20. Dennis Burke (Suz); 21. Nick Daniels (Yam); 22. Eric Erling Haugo (Suz); 23. David Ortega

(Suz); 24. Tom Nichols (Suz); 25. John Hopkins (Suz); 26. Eric Dooyema (Yam); 27. Jimmy Moore (Suz).

Time: 22 min., 12.088 sec.

Distance: 13 laps, 39 miles

Average speed: 105.399 mph

Margin of victory: 8.396 sec.

AMA 750cc SUPERSPORT SERIES POINT STANDINGS (After 10 of 11 rounds): 1. Tom Kipp (307/5 wins); 2. Jake Zemke (259); 3. Jimmy Moore (251); 4. Grant Lopez (228/2); 5. Mario Duhamel (226); 6. Tommy Hayden (214/1); 7. James Randolph (208); 8. Jamie Bowman (201); 9. (TIE) Richard Alexander Jr./Brian Parriott (183); 11. Josh Hayes (147/1); 12. John Jacobi (128); 13. (TIE) Damon Buckmaster/Joseph Gill (118/1); 15. (TIE) Vincent Haskovec/Roger Lee Hayden (96); 17. Gabriel Henning (79); 18. Shane Clarke (74); 19. Anthony Doran (54); 20. John Hopkins (52).

Upcoming Round:

Round 11 - Fountain, Colorado, September 19

**AMA/Mazda Trucks 250cc Grand Prix Series
Round 10: Brainerd International Raceway**

Sorensen's race and title

**By Henny Ray Abrams
Photo by Tom Riles**

BRainerd, MN, AUG. 1

It was only a matter of time, and that time was today.

World Sports Imports' Chuck Sorensen took his first Mazda Trucks 250cc Grand Prix title in much the same way he'd handled the season, in totally dominant fashion.

After taking the fast heat-race win, Sorensen blew away from the start, gathered up a comfortable lead, then cruised to his sixth win of the year, and first AMA title.

"It probably hasn't sunk in yet, but I really wanted to do it like this with the win," Sorensen said. "That was kind of neat. I've always felt that I've been a good rider and I try not to be arrogant about it, but I like to do it in a dominating fashion."

With one race to go, Sorensen holds an insurmountable lead, 308-237, over Derek King. Sorensen won a Troy Lee Edition Mazda Truck as the championship bonus. He also earned \$2000 for winning the race.

Sorensen completed the 13-lap, 39-mile race in 22 minutes, 35.412 seconds, at an average speed of 103.585 mph. His margin of victory was 12.788 seconds. The margin could have been more, but he kept his eye on his pit signals and



settled into a comfortable pace which none of the others could come close to matching.

Second place was something of a surprise, but it shouldn't have been.

The spot went to Mike Hale, the 500cc Grand Prix rider on the mend from a practice accident in the French GP. Hale secured a ride on a World Sports Imports Honda, the same bike that Sorensen rode at Daytona before switching to a Yamaha, and the same bike that Kurtis Roberts rode last year. It was good, but not that good, and Hale never really had a chance to race for the win. Still, he was happy for the track time after his lay off and it was a good test of his injured hand and foot.

"It was tough, I mean, Chuck made the break right away," said Hale, who expects to return to the GP wars at Brno in three weeks. "I kind of got hung out with the local guy early on and he made the break. With the lack of speed I had all weekend, once Chuck was gone, there was no hope because I was counting on getting a tow from him on the straights and try to make up for it in the infield."

The local guy was Bryan Okubo, the Dale's Performance Yamaha rider from Lakeville, Minnesota. Okubo passed Hale for second on lap two and stayed in front until lap seven when Hale passed him back. On lap 10 Okubo drove back by Hale, only to come undone a minute later.

"He had just come back by me," Hale said. "I don't what he was doing. He had a bit of motor, a bit of acceleration on me, so he was able to get some drives, especially from two into three. I don't know what the deal was. He was pulling some really weird lines out there. He was just in the corner really deep and he tried to square it off, it was just a little different. His lean angle was too much for his braking."

Once Okubo was out, Hale's second was fairly secure. Even without taking the win, Hale was pleased with the outing.

"I learned a lot here," the Proton Modenas rider said. "It would've been nice if we had more parts to dial the bike in a little better, because it wasn't

(Above) Chick Sorensen was again in a class by himself in the 250cc Grand Prix final. Sorensen clinched the title with his win. (Right) The Formula Xtreme race was close to the bitter end with Josh Hayes (131) leading eventual winner Nicky Hayden (69) and eventual runner up Paul Harrell.



optimum, but it was good, it was a good experience."

Less than four seconds behind Hale came Derek King, the Champion Honda rider who'd won at Loudon. King was on the move in the early going when his engine tied up.

"In the beginning, I was right there with them and on about the third lap I actually had a seizure, stuck a ring in the turn two area in fifth gear, right when you kind of have to overrev to get through the short chute," King said. "I spent a lot of that half lap trying to get the motor to free up the ring again. I caught them once more, and then the same thing happened three laps later, because the second I caught to them I was in their draft and it was pulling the overrev. I was sucking them right up and the machine was revving about 14,000. I rode the piss out of it and I shouldn't have."

The Honda RS250 ran well enough for King to finish 23 seconds in front of a string of riders fronted by fourth-placed

Greg Esser on the Fabweld Honda. Then came Chris Ulrich, Ed Sorbo, Bruce Lind, Perry Melneciuc, Jeff Vos, and William Himmelsbach. **CN**

Brainerd International Raceway Brainerd, Minnesota Results: August 1, 1999 (Round 10 of 11)

250cc GRAND PRIX: 1. Chuck Sorensen (Yam); 2. Michael Hale (Hon); 3. Derek King (Hon); 4. Greg Esser (Hon); 5. Chris Ulrich (Yam); 6. Ed Sorbo (Yam); 7. Bruce Lind (Yam); 8. Perry Melneciuc (Hon); 9. Jeffrey Vos (Yam); 10. William Himmelsbach (Yam); 11. Eric Stephens (Hon); 12. John France (Hon); 13. Ralph Staropoli (Hon); 14. Rolando Quintero (Hon); 15. Colin Jensen (Apr); 16. James Bonner (Yam); 17. James Worthington (Apr); 18. Larry Roberts (Yam); 19. Jeff Japs (Yam); 20. Kory Gill (Yam); 21. Mark Dargis (Yam); 22. Geoffrey Maloney (Yam); 23. Glen Christianson (Yam); 24. Adam Neal (Yam); 25. Tom Christian (Hon); 26. Christopher Holske (Yam); 27. Edward Sadvar (Yam); 28. Bryan Okubo (Yam); 29. Andrew Edwards (Yam); 30. Scott Jones (Yam); 31. Randy Renfrow (Hon); 32. Quenni King (Yam).

Time: 22 min., 35.412 sec.

Distance: 13 laps, 39 miles

Average speed: 103.585 mph

Margin of victory: 12.788 sec.

AMA 250cc GRAND PRIX C'SHIP POINT STANDINGS (After 10 of 11 rounds): 1. Chuck Sorensen (308/6 wins); 2. Derek King (237/1); 3. Chris Ulrich (222); 4. Quenni King (208); 5. Ed Sorbo (183); 6. Jeffrey Vos (179); 7. John France (176); 8. Greg Esser (173); 9. Rolando Quintero (169); 10. Bruce Lind (136); 11. Perry Melneciuc (132); 12. Geep Terranova (126/1); 13. Roland Sands (98/1); 14. William Himmelsbach (96); 15. Al Salaverria (93); 16. James Bonner (88); 17. Ralph Staropoli (85); 18. Eric Stephens (84); 19. Keller King (82); 20. Joe Cabbage (76).

Upcoming Round:

Round 11 - Fountain, Colorado, September 19

AMA/Sunoco Race Fuels Formula Xtreme Series, Round 9: Brainerd International Raceway

Hayden steals one

By Henny Ray Abrams
Photo by Tom Riles

BRainerd, MN, AUG. 1

They knew he was coming and there was nothing they could do. That's how good Nicky Hayden is.

The Erion Racing Honda rider was locked in a furious three-way battle with Graves Motorsports' Paul Harrell and Valvoline EMGO Suzuki's Joshua Hayes for most of the 13-lap Pirelli Formula Xtreme race. Each led a few laps, Hayden leading the most, but there wasn't much in it at any time. So when he was

in third on the final lap, both Hayes and Harrell knew he could find a way to win, and he did.

Harrell was out front at the start of the final lap in front of Hayden and Hayes. It would be Hayden's fastest lap of the race.

In the shuffle at the end of the one-mile front straight, Hayes dropped Harrell to second, with Hayden briefly third - before dancing the big Honda under Harrell in turn three. Then he set out for Hayes.

He caught him in turn four, and turned the pressure on, attacking for several more turns before taking the lead in the bus-stop corner two turns from the end. Sliding underneath, Hayden took over the lead, and ran a tight line in turn 10 to steal his sixth win of the year. Harrell got by Hayes to take second, with the leading three covered by a blanket.

"I knew it was going to happen, because the whole time I've been off (recovering from a racing injury), I've been watching, and he always - it doesn't matter where he's at, sixth, third, whatever - he's always going to make that one last ditch effort," Harrell said after coming up .220 of a second short and just .133 of a second ahead of Hayes.

"Right at the end I knew that I had to get up there, and the last lap I got a good run on Paul there," said Hayden, who turned 18 just a day prior to the race. "I started a few corners early. I thought if I took it too easy Josh was going to come back by me and I just tried to build some momentum and get under. It worked really good."

Hayden dedicated the win to Davey Camlin, the dirt tracker who was killed at the DuQuoin Mile dirt track a week earlier.

"Davey's just like the all-American guy, everybody loved him and he got along with everybody," said Hayden, a fellow dirt tracker. "It was just a freak accident that happens in racing, especially on the miles, when everybody's that tight. Just dedicate it to him and his family."

Fourth on the day went to the resurgent Chuck Graves on the second of the Graves Motorsports Yamahas. He finished about six seconds behind Hayes and about two bikelengths in front of Erion Racing's Kurtis Roberts.

Roberts had come into Brainerd with a 41-point lead and hopes of clinching his first AMA championship. He was fast in the first practice session on Friday, then his engine let go three laps into qualifying and he was forced to ride a backup engine. He'd use the same motor in the race and soon found it wasn't up to snuff.

"It just wouldn't run," Roberts said. "I couldn't even stay in the draft."

The result was that his lead was narrowed to 30 points, 273-243, over Hayden, with the final race to be run at Pike's Peak on September 18. The title goes to Roberts if Hayden wins, and leads the most laps, and Roberts finishes 23rd or better. Given the sparseness of the fields - there were 18 starters in Brainerd - he may have the title by the time sign-up ends.

The race began with five riders running at the front, with Hayden leading for three laps, then Hayes, then Hayden again.

By then the race had broken up with Hayden, Hayes, and Harrell out front, then Roberts and Graves, the rest of the 18-rider field trailing.

It was Honda vs. Yamaha vs. Suzuki, and Hayes, on the 840 Suzuki, the smallest of the trio, was happy to keep up on the one-mile Brainerd straight.

"I knew it was going to be a long race, I knew that these guys weren't going anywhere," said Hayes, who led laps seven through nine. "Paul and Nicky are both riding really great and I never really thought I made a break. I was really surprised when my little 840 made it down the whole front straightaway without getting passed once or twice."

Hayes and Harrell were both getting through the fast turns one and two better than Hayden, and he knew it.

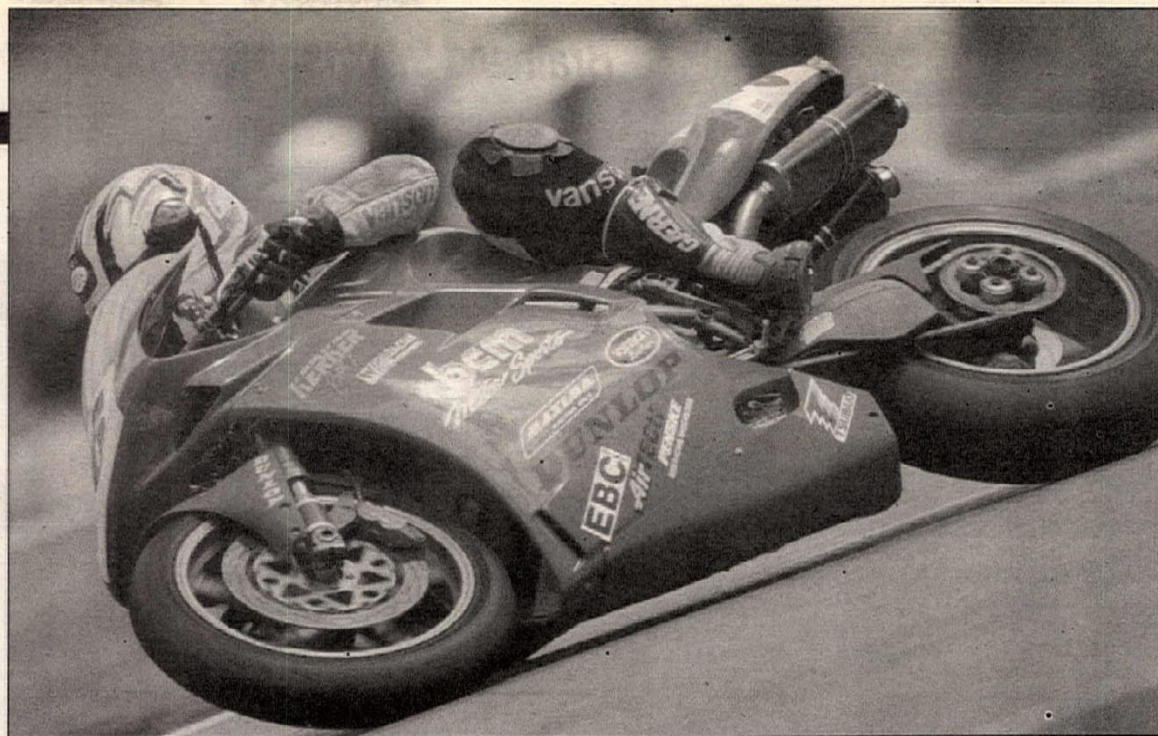
"Through the infield we had my bike set up really good and I could try to square up the corners and get a run on them, but through one and two these guys made me look like a girl down there," Hayden said. "I don't know how much time they were making on me down there, but I thought I was on the edge and these guys would go right by me. I felt like if I'd went any faster through there I was going to crash and here these guys were just pulling away from me."

Hayden was in front for lap 10, then Harrell for two, with few among them for the final lap. Each had a last lap strategy, but only Hayden's worked out.

"I was going to block him there and I thought, he's going to get me on the last corner and I wanted to get a good drive out of that bus stop," Harrell said. "When I come up to that corner, I saw this red, and I go, 'Son of a bitch, there he is,' right where he totally got me. I thought I had a plan, but he had a good run on me."

"I knew it'd come down to the last lap and the last turn, and these guys rode awesome," Hayes said. "The last lap, I didn't know where I was going to be. We were having a little bit of problems. We spun some teeth off the rear sprocket and it was hurting us a little bit coming off the first gear turns over here, and it didn't hinder us enough to knock us out of the race and we're still in contention, but it hurt a little bit. I can't blame that for the race. These guys rode great. Nicky, you know, he may be the new 17-year-old kid around town, but he's been racing since he can probably remember. He's got a brother to race with every weekend and I think he outraced both of us today. He made passes in a different spot every lap. He'd make things happen that shouldn't have happened - damn it."

Eric Wood won the Pro Thunder class in dominating fashion. It was Wood's third race win of the series. Shawn Conrad, however, earned the Pro Thunder Championship with his second-place finish at Brainerd.



Graves got the better of Roberts on lap nine and Roberts didn't have an answer.

"We put in a different motor and I couldn't stay in the draft with anybody, the Suzukis or Yamahas," Roberts said of the motor that was built in the team transporter overnight. "I had to ride my ass off to do 39s."

Another 10 seconds behind that pair was another duo, Valvoline EMGO Suzuki's Grant Lopez a bikelength in front of Dutchman Racing's Michael Barnes, the team's best finish of the year.

Zlock Racing's Mike Sullivan was eighth, about 25 seconds further back, with Woody's Service's Andrew Deatherage not far back in ninth. **CN**

Brainerd International Raceway Brainerd, Minnesota Results: August 1, 1999 (Round 9 of 10)

FORMULA XTREME FINAL: 1. Nicky Hayden (Hon); 2. Paul Harrell (Yam); 3. Joshua Hayes (Suz); 4. Chuck Graves (Yam); 5. Kurtis Roberts (Hon); 6. Grant Lopez (Suz); 7. Michael Barnes (Yam); 8. Mike Sullivan (Kaw); 9. Andrew Deatherage (Suz); 10. Clint Brotz (Yam); 11. Paul Ducato (Yam); 12. Jeffrey Purk (Hon); 13. James Dickenson (Suz); 14. Marc Underberg (Yam); 15. Eric Erling Haugo (Suz); 16. Rad Greaves (Suz); 17. Mark Miller (Yam); 18. Greg Fryer (Yam).
Time: 21 min., 40.404 sec.
Distance: 13 laps, 39 miles
Average speed: 107.967 mph
Margin of victory: 0.220 sec.

FORMULA XTREME C'SHIP POINT STANDINGS (After 9 of 10 rounds): 1. Kurtis Roberts (273/3 wins); 2. Nicky Hayden (243/6); 3. Joshua Hayes (221); 4. Mark Miller (212); 5. Grant Lopez (204); 6. Steve Grigg (162); 7. Rad Greaves (154); 8. Takahito Mori (140); 9. Clint Brotz (129); 10. Paul Harrell (120); 11. Mike Sullivan (112); 12. Chuck Graves (107); 13. Michael Barnes (96); 14. (TIE) Cory Call/Chris Voelker (80); 16. Devin Battley (65); 17. (TIE) Jeff Hagan/Johnny Rock Page/Al Salaverria/Jordan Szoke (64).

Upcoming Round:
Round 10 - Fountain, Colorado, September 19

AMA/Progressive Insurance Pro Thunder Series Round 10: Brainerd International Raceway

Wood disappears

**By Henny Ray Abrams
Photo by Tom Riles**

BRAINERD, MN, AUG. 1

It took a while to get the Progressive Insurance Pro Thunder race started at Brainerd International Raceway. There was oil all over the track from a blown engine that made its way back to the starting area, which had to be thoroughly scrubbed. By the time the clean-up was finished, so much time had been consumed that the race had to be cut from 13 laps to 10 to guarantee that the Superbike National, which came after Pro Thunder, would be ready for its live television slot.

When the track was finally clean, and everyone was on a bike - though not necessarily their own - Penguin Racing School's Eric Wood cleaned up himself.

The Ducati-mounted New Englander got the jump on the 20-rider field and was gone from the start, racing against himself and the clock. He completed the 10-lap, 30-mile race in 17 minutes, 45.746 seconds, at an average speed of 100.413 mph, winning by 9.821 seconds.

"I wanted to see how fast the rest of the pack was going, we put our head down and went for a couple of laps," the Penguin Racing School instructor said. "The lap times were actually a little bit slow because of all the oil that got dropped on the track. And we had all the fresh Oildri there, so we had to especially alter our line coming onto the front straightaway, which meant losing two or three hundred rpm at the end of the straightaway, which was quite a few mile per hour. I was just watching my pit board and we were gaining about two seconds a lap early in the race, and in four laps we stretched it to about a plus-8 and I just shut off and said, all right, we'll keep it here. If anybody gets closer we'll put our head back down and just kind of took it home to the win. I actually like racing with someone a little bit better, but we'll take an easy one too."

It was his third win in four tries, with only a hiccup at his home track in Loudon to sully a perfect record. Even so, he joined the series late after an injury in the opening round at Daytona, and had no chance to win the title.

That honor went to HMC Racing's Shawn Conrad, who emerged on top of a race-long spat with Motorcycle Online's David Estok to take his first AMA professional title. Consistency was the key for the Ducati rider, his seven runner-up finishes, and podiums in all but one race, giving him an insurmountable 52-point lead over Tilley's H-D/Buell's Shawn Higbee, eighth today on David Estok's back-up bike. Conrad never won a race, but he didn't have to, and now has the luxury of going for it in the final race of the year.

"I know I can win in the class, and if I happen to win at Colorado, all the better," Conrad said. "But if not, I'm not really that worried about it. It doesn't really bother me. I scored the most points. It's a team sport, people don't realize that. My team did great and I'm just real pumped for them."

It was a rough road to victory lane for Conrad. Burning a clutch in his heat race meant he had to start from the back of the grid. On Friday a water leak had dumped water on his rear tire and high-sided him. He blew up two engines and the one in his "A" bike was overheating. He didn't do more than four consecu-

tive laps all weekend, which meant his setup was off. So when the race came, he was pushing the front and found that he'd chosen the wrong front tire.

From the back row, Conrad quickly made his way forward, catching Estok on lap three and passing him a lap later.

"I turned around and I wasn't losing him at all and I was getting some big slides through turn one and he ended up passing me at the exit of turn two on lap eight," Conrad said. "Then I started getting something on my windscreen, so I backed off a little bit and he must have made a few mistakes and whatnot and I pulled back up on him and, I go, 'I may as well give it a try' - I was racing for the championship. He kind of came to the inside of turn 10, not much, just a little bit. I figured, 'well, if it's a good clean, safe pass for me on the outside, I'm going to do it.' It worked out good, it was clean and I think he might have overbraked thinking I was on the inside. And I just took the second place."

Estok took third, .161 of a second behind.

Then there was a gap of about seven seconds to Advanced Motorsports' John Nash, who was well alone in front of a strung-out group of five led by Project Monza's Bill St. John. St. John was one of the riders whose machine needed some hasty adjustments on the starting line. Shawn Higbee, who finished eighth, behind Dunbar Euro-Sports Michael Gage, was another.

Higbee's Tilley's H-D/Buell Lightning 1200 blew up on the warm-up lap. Without a spare, he borrowed Estok's Motorcycle Online back-up bike, his crew hastily taping over Estok's number "2" with Higbee's "3." Eighth was the best he could do, and it wasn't enough to keep Conrad from winning the title. **CN**

Brainerd International Raceway Brainerd, Minnesota Results: August 1, 1999 (Round 10 of 11)

PRO THUNDER: 1. Eric Wood (Duc); 2. Shawn Conrad (Duc); 3. David Estok (Bue); 4. Jeffrey Nash (Duc); 5. Bill St. John (Duc); 6. Michael Gage (Tri); 7. Shawn Higbee (Bue); 8. Tom Hull (Duc); 9. Thomas Fournier (Duc); 10. Jeffrey Johnson (Bue); 11. Mark Mlinar (Duc); 12. Douglas McLeod (Duc); 13. Kevin Burgess (Duc); 14. David Hull (Duc); 15. Robert Gonzales (Duc); 16. Cory Call (Bue); 17. Cecil Myers (Duc); 18. Richie Morris (Duc); 19. Sean Ninneman (Duc); 20. Billy Graef (Bue).
Time: 17 min., 45.746 sec.
Distance: 10 laps, 30 miles
Average speed: 100.413 mph
Margin of victory: 9.821 sec.

AMA PRO THUNDER C'SHIP POINT STANDINGS (After 10 of 11 rounds): 1. Shawn Conrad (308); 2. Shawn Higbee (254/3 wins); 3. Cory Call (231/1); 4. Tom Hull (218); 5. Bill St. John (212); 6. Jeffrey Nash (207); 7. Billy Graef (187); 8. James Lickwar (165); 9. Richie Morris (151); 10. Michael Gage (145); 11. Robert Gonzales (132); 12. Christopher Boy (117); 13. Eric Wood (116/3); 14. Gavin Slabbert (115); 15. Thomas Montano (114/1); 16. David Estok (110); 17. Thomas Fournier (105); 18. Mark Cummings (76); 19. Chad Healy (72); 20. Chris LaCruze (59).

Upcoming Round:
Round 11 - Fountain, Colorado, September 19



Button

By Davey Coombs
Photos by Doug Karcher

WASHOUGAL, WA, AUG. 1

On the day that Jeremy McGrath chose to return to AMA professional racing, it was another Yamaha veteran who rose to the occasion and stole the glory.

Twenty-six-year-old Jimmy Button earned the first AMA National win of his career with a solid 3-1 ride at the Washougal 250cc National in southern Washington. In two extremely close and exciting races, Button, on his Bryan Kenny-prepped YZ400, emerged victorious, just ahead of title contender Kevin Windham, defending series champion Doug Henry, and series points leader Greg Albertyn.

"This is everything. This is it. I've worked my entire life for this," said the Yamaha/Bridgestone Tires/Fox-backed Button after winning the second moto.

"You can't believe what this feels like right now. I've been a professional racer for 10 years, worked my butt off every year, and everything that I've done my whole life has paid off today."

Button's moto win was also a career first for the Yamaha rider.

Team Honda's Windham, the last in-house Red Rider with a legitimate shot at the series championship, ended up second overall via 2-3 moto finishes. The always-determined Henry, just one week after his surprising overall victory at Troy (Ohio) was third overall in Washington with a 1-6 tally. The Suzuki's of Larry Ward (6-2) and Greg Albertyn (4-4) rounded out the top five on a day filled with tight racing and close finishes.

The fact that Button's win came on the beautiful and fast motocross slopes of Washougal had a certain symmetry to it. Ten years ago, Button made his professional debut at this very same track, finishing 10th overall in the 125cc class. It took a decade to make up the spots from 10th to first, but Button finally did it, coming full circle in a career filled with more downs than ups.

"I finally got the monkey off my back. I got my first moto win and my first overall on the same day," Button said as family and friends crowded around him in the winner's circle.

By winning at Washougal, Button became the seventh rider in nine races to score an overall win in the '99 series. He also now has the distinction of being the ninth rider in this series to score a moto victory.

"I'm stoked to be able to finally ride like Yamaha had anticipated I could ride like when they signed me," said Button later. "The bike is just awesome. I'm so happy to win for all of the guys at Yamaha. This is it - this is the greatest day of my life so far."

Standing next to Button on the podium was Windham, who seems to be bouncing back from a minor slump.

"I spent a lot of time with Jeff Stanton this week, just trying to relax and take another look at my whole game and try to figure out where I'm slacking at,"



flies

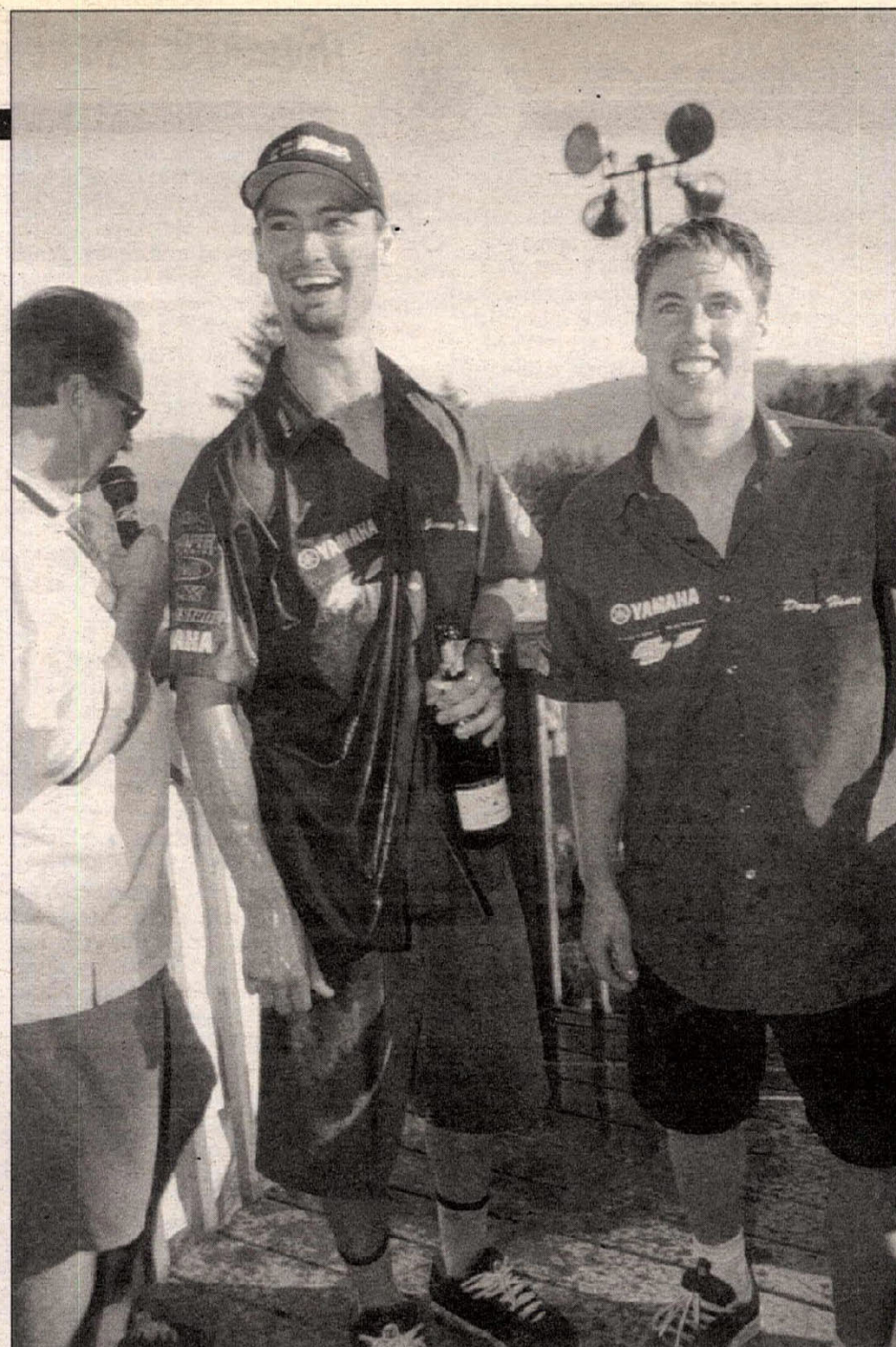
Windham said. "After a hard day like today, when you've put in 100 percent and come out with second overall, you just have to be happy with it. I would not have done anything different all day except maybe get a little bit better start that second time out."

As for the headline-stealing McGrath, the six-time AMA Supercross Champion was certainly fast and competitive, but his lack of race time showed in his ability to maintain the lead pace. McGrath moved from seventh to third at one point in the first moto, only to lose the pace in the closing stages and fade back to fifth. A poor start the second time out left him playing catch-up throughout the moto, and "Showtime" could only muster a ninth-place finish, for eighth overall.

(Opposite page) Doug Henry and Ezra Lusk lead the pack out of the first turn in the first 250cc National at one of the most picturesque MX tracks in the Nation - Washougal.

(Right) Jimmy Button (champagne in hand) was all smiles after winning his first AMA National. Standing next to him is his teammate Doug Henry who he traded moto wins with.

(Below) Henry leads Kevin Windham in the first moto.



"I had a good time and it was fun and all, but it's hard not to ride under racing conditions and then jump right out here," said McGrath after his first AMA race since early May. "I did feel like I was as fast as those guys, but it's going to take a little time and a few more motos before I'm really riding like I can."

As far as the title picture is concerned, the ninth round of the 12-race series did little to alter it. Albertyn's lead dipped from 30 points over Factory Connection/Jack in the Box Honda rider Mike LaRocco, to 26 over Windham. LaRocco had an off day at Washougal, struggling with bad starts both times out. He finished seventh overall via 7-7 scores.

Albertyn was not exactly pleased about dropping four points on the day.

"Not happy, not happy at all," summarized Albertyn of his day. "I had a terrible start in the first moto, crashed in the second turn, then had a great ride to fourth, but that's still no excuse. The second moto I had a better start but rode like an absolute amateur. I stalled the bike, which was how Kevin passed me, and I couldn't get out of my own way, really. I'm going to spend the next two weeks working my butt off, because I can't ride around like this and be the champion."

As far as the title chase is concerned, Windham says he's just going to go for it.

"We're definitely going to let it all hang out from here," Windham said. "I'm not even going to keep track of the points but just go out in every moto and keep hitting away at it."

"I just could not get out of the gate and that is so important right now. I moved up a little each time, but it was

really hard to pass out there, especially behind those four-strokes," said LaRocco, referring to the number-one YZ400 of Henry, which he found to be a road block for much of the second moto. "I rode as hard as I could, but I was having trouble in the slippery stuff, and Henry would roll around on the inside and then just power up those hills."

Henry was happy with his solid ride following his win the previous weekend at Troy.

"I guess my injuries are finally starting to disappear, and I've been able to train a little more," said Henry of his late-season charge.

As for his first-moto win, Henry laughed, "I did one to win a moto for Jon Rosenthal (Henry's tuner), because he didn't get to see me win a moto last week, and I wanted to do it for him. You know, once you win a race again after a long time, you kind of feel like, 'Hey, that's what I can do,' because you always have doubts in your mind if you're in good enough shape, or you're even fast enough. But when you do win, you're like, 'Hey, I am fast enough.' Last week gave me the momentum for this week."

Falling out of the championship picture is Lusk, who scored zero points in a disastrous 31-21 day. Lusk was running third in the first moto when he high-sided on a fast sweeper and injured his shoulder. In the second moto, he made it only 100 or so feet from the starting gate before suffering another crash. He would later crash big one more time before it was all over.

Lusk's Honda teammate Sebastien Tortelli, the former series points leader, had to sit out another race, as he heals from the dislocated wrist he suffered at the Unadilla round of the series.

MOTO ONE

Henry put his Yamaha out in front early in the first moto, picking up where he left off after last weekend's win. The three-time champ was followed closely by the Hondas of Lusk and Windham, with Washington native Larry Ward and Team Kawasaki's Jeff Emig trailing. A surprising sixth at that point was the Honda of Akira Narita, and then chased McGrath.

Lusk made a pass on Henry for a moment halfway through the first lap, but Henry snapped the lead right back away, and the top five would stay identical for the first five of 15 laps. It was at that point that McGrath started moving forward. After passing Narita, he closed in on Emig, who was unable to capitalize on his good start.

"I finally got the good start I've been praying to God for, and I wanted to see what I could do with it, but the whole time I could tell that the bike was running slower and slower," said Emig after walking back to the Washougal pits before the race was over. "The motor just went. I tell you, this has been a bad season, but they can have the rest of it, as long as it gets out of my system for next year."

Yamaha's John Dowd started well but dropped out of the race with a flat rear tire. On the same lap that Emig dropped out, Lusk would suffer a massive crash that also landed him out of the points.

"I was trying to make up some time there on Doug and Kevin, and I went around one of those flat sweepers and the rear end got away," said Lusk while icing down his shoulder in the Honda semi. "It caught and swapped and went end over end. I took a nice little tumble there."

Albertyn was 15th at the end of the first lap, but after five laps, he was up to 10th, then fifth.

Elsewhere, McGrath's progress seemed to light a fire under his old teammate Button, who had attached himself to the supercross champ's rear fender after moving up from 10th at the end of the first lap.

"I'm sure a lot of people are thinking that with Jeremy being around has them ready to go a little faster," Button said of McGrath's presence. "I came off one of the jumps and looked over and saw MC a little bit ahead of me and I thought, 'I gotta beat him! I gotta get him, I gotta get him!' I kept pushing it and I'm glad he was up there, because it helped me get after the guys in front of him as well."

McGrath, however, was beginning to fatigue. After Button moved around him, Albertyn mounted a last-lap charge that carried him around McGrath and into fourth place.

"I got sloppy at the end," said McGrath afterwards. "I rode a lot of motos getting ready for this, but you just can't do it at race pace unless you're here racing. I was starting to get pretty squirrely, but I was having fun. Overall, I was happy with the way I rode. I had a good middle charge, but towards the end I was a little sloppy."

"I had a terrible start and then I dropped it in the second turn," said Albertyn of his ride. "I had to come from a long ways back, but I made points on LaRocco, though I lost a few to Windham. I was also having some pretty serious bike problems, and I was worried the bike was going to blow up, but it held. I will have to get them in the next moto."

Ward, who finished sixth, explained, "I had a pretty good ride, but I pumped up a little bit towards the end and But-

ton and McGrath got me. I was able to hold off LaRocco, and that helped Greg a little bit. It's tough out there, because it's super high-speed and really, really slippery. You have to have a rhythm around those slick corners and be really smooth."

Up front, the last three laps was an all-out sprint between Henry and Windham, the Honda rider never seeming to give up in the wake of Henry's heavy roost.

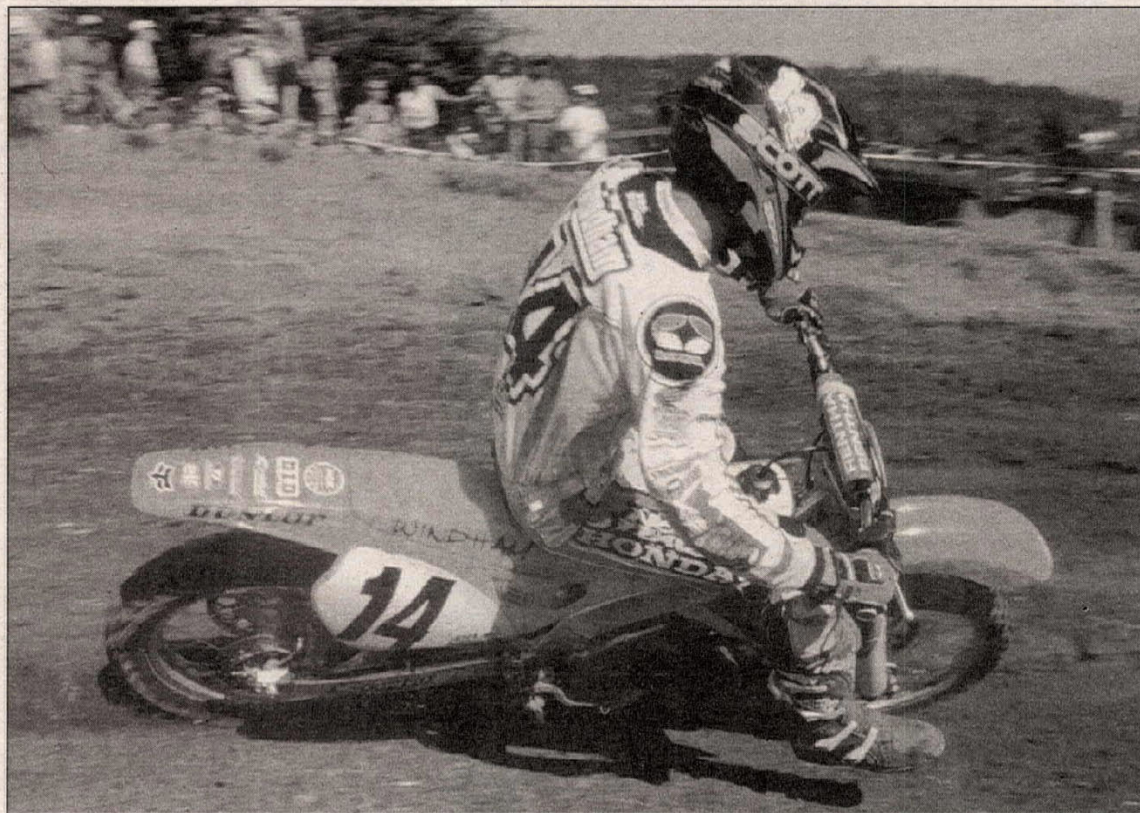
Windham actually made a pass on the big Yamaha, but Henry was able to quickly retake the lead from him. From that point on, the two stayed within inches of each other, but Henry never lost the lead again.

"I just got a good start and rode the best that I could," said Henry after crossing the finish line just one bike length ahead of Windham for his third moto win in a row. "Kevin and I had a real good battle and he actually passed me at one point when we got to some lapped riders, but I got him right back. It was just a good, close race and I had a great time riding like that with Kevin."

"I wore a roost guard underneath my jersey and a little nose piece on my Scott goggles but being behind that 400 was still killing me," said Windham afterwards, his lip still swollen from at least one flying rock. "I feel like I just went a couple of rounds with (Mike) Tyson. It was a good moto and the bike was working great, so I'm happy. It was just



(Above) Button (10) and Ezra Lusk (4) battled early in the first moto. Lusk ended up crashing in both motos and left Washougal without adding a single point. (Left) Windham put in a couple of strong rides, going 2-3 for second overall.



one of those tracks where I couldn't really get under him, and when I did, he got me right back."

As for what he might do differently in the second moto, Windham said, "I've got to pass him earlier, because that roost is killing me."

MOTO TWO

The four-strokes of Button and Henry hit the first corner side by side to start the second moto.

"I got to the first turn way too soon," Button said. "I drifted out and I think that took Doug a little ways out, and I drifted a little ways out on the bank, and Larry Ward and Doug got around me."

Ward blasted right past both Yamahas on the exit of the first turn and pointed the number-seven Suzuki away from the other 39 bikes on the track.

McGrath, meanwhile, had a lousy start, but it was nowhere nearly as bad

as Lusk's start. After finishing 31st in the first moto, Lusk did not even make it to the first turn before getting tossed from his motorcycle, along with Suzuki's Robbie Reynard. Lusk remounted dead last and fought to get back in the race, but it was to no avail. With his left shoulder aching, Lusk could only climb up to 21st position, leaving him with a disastrous score of zero on the day. Behind the fleeing Ward rode Henry, Button, Chaparral Yamaha's Tim Ferry and a better-starting Albertyn. The highest-starting Honda was the sixth-placed Windham, who was quick to make a pass on Albertyn in the hopes of gathering a few more points.

LaRocco had another bad start back in eighth, while McGrath was even worse at 15th. Kawasaki teammates Emig and Damon Huffman ended up getting tangled together halfway through the first lap, both losing a hand-

ful of positions. Huffman would recover for 10th-place points, while Emig came in one behind him, in 11th.

Henry seemed to have spent most of his strength in the first moto. He was passed by Button on the second lap, then watched Ferry's YZ250 go by him for third on the fifth lap. As the moto wore on, Henry was apparently wearing down, slipping back to sixth at the finish, well off of Button's winning pace.

"My pace was good, but it wasn't good enough," said Henry later. "I was trying to ride my own race, but those guys wouldn't let me. They were putting a lot of pressure on me and they moved by me."

Ferry rode very well on the Chaparral Yamaha, but he got caught between the raging battles for first through fourth, and sixth through ninth. That left him working alone throughout the moto.

"I got a great start - the best start I've had all year - and rode right there with those guys," said Ferry. "Those two four-strokes were in front of me at the beginning, so that was pretty tough. I guess I did okay, but I really want to get up there again at Millville."

McGrath seemed to wear down while trying to overcome that terrible start. He would finish ninth, battling with the Kawasaki of Huffman throughout the second half of the moto. "These guys are riding really fast, and it was pretty tough to move up out there," McGrath said. "I rode hard and I had a great time, and I can't wait to come back at Millville and do better."

At the halfway mark Button made a surprising attack on Ward's lead position and made a pass for the lead. Ward responded by going right back after the Yamaha rider, but he in turn had to ride with a defensive mind, as Windham applied heavy pressure from third. The three riders would spend the rest of the moto freight-training around the track, and as it became more and more apparent that Button might finally taste victory, the blue-clad Yamaha mechanics became more and more animated. With two laps to go, Ward went all out in his own attempt to win a moto for the first time of the year. However, Button was able to check his every move. As the two came around the fast left-handed sweeper for the finish line, Ward tried a wide-open pass from the inside, but Button had just enough power to cross the finish line first, with a half bike length to spare.

"Jimmy rode real good in the middle of the race and that was just enough," said Ward afterwards. "The four-strokes were working really good on this track today, with Doug winning the first moto and Jimmy in the second. All I could think about at the end was trying to catch Jimmy. I went for it at the end, so I hope everyone enjoyed that finish. I wish I would've just started charging a little earlier."

Third-placed Windham said, "Unfortunately, I didn't get the start I wanted that time, not the start that I'm used to getting. I think I rode good, but I didn't get the overall."

That honor went to Button. "That last lap was the longest lap of my life," said Button after bouncing across the finish line and nearly riding through a fence, defending his lead from Ward. "That last lap seemed about 10 minutes long to get around, but I held on and I got it - I'm stoked. Hopefully no one is going to criticize me about being out of shape, either. Ten years I worked for this; even got shipped overseas at one point. I came back, I never quit and it finally paid off."

Washougal MX Park Washougal, Washington

Results: August 1, 1999 (Round 9 of 12)

MOTO 1: 1. Doug Henry (Yam); 2. Kevin Windham (Hon); 3. Jimmy Button (Yam); 4. Greg Albertyn (Suz); 5. Jeremy McGrath (Yam); 6. Larry Ward (Suz); 7. Mike LaRocco (Hon); 8. Tim Ferry (Yam); 9. Robbie Reynard (Suz); 10. Akira Narita (Hon); 11. Takeshi Koikeda (Yam); 12. Damon Huffman (Kaw); 13. Anthony Amaradio (Yam); 14. Yoshitaka Atsuta (Hon); 15. Spud Walters (Yam); 16. Steve Lamson (Yam); 17. Ted Campbell (Suz); 18. Anthony Whipple (Yam); 19. Tyler Evans (Suz); 20. Nathan Woods (Yam); 21. Scott Davis (Kaw); 22. Dan Moore (Suz); 23. Ty Kady (Yam); 24. Charlie Dunaway (Yam); 25. Terry Lee Hamness (Kaw); 26. Takateru Atsuta (Suz); 27. Josh Kellogg (Yam); 28. Robb Floth (Yam); 29. Shinichi Kaga (Hon); 30. Don Biscaglia (Hon); 31. Ezra Lusk (Hon); 32. Ryan Huffman (Hon); 33. Jimmy Lamastus (KTM); 34. Austin Squires (Suz); 35. Ryan Terlecki (Suz); 36. John Dowd (Yam); 37. Jeff Emig (Kaw); 38. Greg Tirheimer (Yam); 39. Donald Upton (Hon); 40. Todd Downs (Yam).

MOTO 2: 1. Jimmy Button (Yam); 2. Larry Ward (Suz); 3. Kevin Windham (Hon); 4. Greg Albertyn (Suz); 5. Tim Ferry (Yam); 6. Doug Henry (Yam); 7. Mike LaRocco (Hon); 8. John Dowd (Yam); 9. Jeremy McGrath (Yam); 10. Damon Huffman (Kaw); 11. Jeff Emig (Kaw); 12. Steve Lamson (Yam); 13. Akira Narita (Hon); 14. Robbie Reynard (Suz); 15. Yoshitaka Atsuta (Hon); 16. Anthony Amaradio (Yam); 17. Ryan Terlecki (Suz); 18. Takeshi Koikeda (Yam); 19. Shinichi Kaga



(Above) Chaparral/Mazda Yamaha's Jeremy McGrath, here chatting with team manager Larry Brooks, got the itch to go racing again and showed up at Washougal to do just that. His speed was there but his endurance was not. Mike LaRocco (3) was burned by bad starts.

(Hon); 20. Takateru Atsuta (Suz); 21. Ezra Lusk (Hon); 22. Donald Upton (Hon); 23. Ryan Huffman (Hon); 24. Scott Davis (Kaw); 25. Ted Campbell (Suz); 26. Austin Squires (Suz); 27. Todd Downs (Yam); 28. Charles Dunaway (Yam); 29. Anthony Whipple (Yam); 30. Tyson Kady (Yam); 31. Robb Floth (Yam); 32. Don Biscaglia (Hon); 33. Dan Moore (Suz); 34. Terry Lee Hamness Jr. (Kaw); 35. Jimmy Lamastus (KTM); 36. Josh Kellogg (Yam); 37. Spud Walters (Yam); 38. Nathan Woods (Yam); 39. Tyler Evan (Suz); 40. Greg Tirheimer (Yam).

O/A: 1. Jimmy Button (Yam); 2. Kevin Windham (Hon); 3. Doug Henry (Yam); 4. Larry Ward (Suz); 5. Greg Albertyn (Suz); 6. Tim Ferry (Yam); 7. Mike

LaRocco (Hon); 8. Jeremy McGrath (Yam); 9. Damon Huffman (Kaw); 10. Akira Narita (Hon); 11. Robbie Reynard (Suz); 12. Steve Lamson (Yam); 13. John Dowd (Yam); 14. Yoshitaka Atsuta (Hon); 15. Anthony Amaradio (Yam); 16. Takeshi Koikeda (Yam); 17. Jeff Emig (Kaw); 18. Spud Walters (Yam); 19. Ryan Terlecki (Suz); 20. Ted Campbell (Suz); 21. Anthony Whipple (Yam); 22. Shinichi Kaga (Hon); 23. Tyler Evans (Suz); 24. Takateru Atsuta (Suz); 25. Nathan Woods (Yam).

AMA MAZDA TRUCKS NATIONAL C'SHIP 250cc MX SERIES POINT STANDINGS (After 9 of 12 rounds): 1. Greg Albertyn (344/1 win); 2. Kevin Windham (318/3 wins); 3. Mike LaRocco (306/1 win); 4.

Ezra Lusk (286/1); 5. Sebastien Tortelli (245/1); 6. Doug Henry (241/1 win); 7. Jeff Emig (235); 8. John Dowd (216); 9. Jimmy Button (212/1 win); 10. Larry Ward (212); 11. Tim Ferry (184); 12. Robbie Reynard (175); 13. Damon Huffman (157); 14. Jean-Sebastien Roy (128); 15. Steve Lamson (118); 16. Takeshi Koikeda (96); 17. Heath Voss (57); 18. Mickael Pichon (55); 19. Jeremy McGrath (52); 20. Josh Demuth (42).

Upcoming Rounds:

Round 10 - Millville, Minnesota, August 15

Round 11 - Binghamton, New York, August 29

Briefly...

The Washougal National was highlighted by the return of six-time AMA U.S. Supercross Champion **Jeremy McGrath** to outdoor racing. McGrath rode the first round of the 1999 AMA/Mazda National MX Championship Series before his highly-publicized decision to park his Chaparral/Mazda Yamaha. "I've been normal guy at home for a couple of months, so I was definitely ready to come back," said McGrath from the Chaparral team truck. "I've missed the scene - missed racing. I've been watching these guys from home every week and I want to be out there again. Taking time off made me realize that I want to race again. It made me realize that I liked it and missed it more than I thought I would. Being away made me hungry again." McGrath rode hard in both motos, though the former '95 AMA 250cc National Champion was not his usual aggressive self. He finished eighth overall via 5-9 scores.

Jeremy McGrath said afterwards that he will attend the next round of the series at Millville, Minnesota, for sure, though he was still uncertain as to whether or not he'll compete at the remaining rounds at Binghamton (New York) and Steel City (Pennsylvania).

Also making his return to racing at Washougal was former series regular "Factory" **Phil Lawrence**. The veteran racer has spent his summer competing on the Australian circuit with Jeff Leisk's KTM team, but decided to tag along with his friend McGrath for the Washougal race. "I've been having a good time racing down there and the riders are pretty fast," said Lawrence, who won one major race Down Under at Manjimump, the site of the 1992 Motocross des Nations. "I plan on doing the Supercross Series next year, but I haven't worked out a deal yet."

THQ, the electronic games sponsor of the AMA/Mazda Trucks National Championship MX Series, continues to pay out holeshot money to the riders who make it to the first turn in each of the four 125/250cc motos. The 125cc class winners of the \$500 cash were both FMF/Honda riders **Christopher Gosselaar** (first moto) and eventual overall winner Brock Sellards (second moto). In the 250cc class, it was a pair of Yamaha riders that claimed the cash, as **Doug Henry** nailed down the start in the first moto, and eventual winner **Jimmy Button** earned the \$500 the second time out.

A surprise visitor to the Washougal race on Sunday was multi-time 500cc World Road Racing Champion **Mick Doohan**. The pavement superstar attended his first-ever AMA Motocross National while taking a break from the rehabilitation of the injuries he suffered earlier this spring while preparing for another title defense. "It's a pleasure to come out and see those guys race, especially on a day when Jeremy McGrath comes back out to ride," said the Australian. As far as his own comeback goes, Doohan said that he plans being in the United States for 10 more days before heading to Europe. He intends to ride at the upcoming Czech GP. Whether or not he will be ready to race at that point remains to be seen. "If not in the Czech Republic, then definitely Italy," said Doohan.

A record five Japanese riders qualified for Sunday's 250cc National at Washougal. There was also one Japanese rider to make the final field for the 125cc National. According to Al Holley, of Holley Racing, the reason for so

many Japanese riders attending the Washougal round was because the Japanese National Series is on summer hiatus. "It's really hot over there right now, so they don't have any major races for about six weeks," said Holley, who has worked with several Japanese riders over the years along with his son Jimi Holley, a former Yamaha factory racer. "It's also monsoon season, so they just shut everything down for a little while, and a lot of the riders like to come here and compete." The top finishing Asian was Honda rider **Akira Narita**, who also scored top privateer honors in the class from the U.S. Tobacco Company. Fellow Honda rider **Yoshitaka Atsuta** placed 14th overall, and Holley's regular rider **Takeshi Koikeda** directed his Yamaha to 16th overall. **Shinichi Kaga** also scored points and finished 22nd on the day. Meanwhile, back in Japan, American **Kyle Lewis** continues to lead the Japanese National Championships.

Before the first 125cc moto of the afternoon, Ted DeVol and his son rode a lap around the Washougal course in honor of the late **Brandon Layton**, a northwestern minicycle prodigy who moved to California with his family and later died after colliding with another rider while practicing on his motorcycle.

FMF/Honda's **Tallon Vohland** made his return to racing after missing the previous round at Troy, Ohio, due to a rib injury sustained at Unadilla on July 18. The 27-year-old Vohland said that the pain in the ribs is not that bad, but rather breathing deeply is the big problem. "I think the biggest problem will be my conditioning during the 35-minute moto," Vohland said before the day's events. "The deep breaths are what may hold me back, but adrenaline may kick in too if I get a good start, so we'll see." And why exactly is he racing at all? "I'm a racer. I've worked hard this year and I'd still like to get second in the series for a personal goal. I just want to do my best and it's not going to happen in bed."

The winners of Sunday's morning qualifiers were **Stephane Roncada** and **Jason McCormick** in the 125cc heats, and **Robbie Reynard** and **Tim Ferry** in the 250cc heats. Motoworld of El Cajon's **Greg Schnell** took the 125cc LCQ, while Yamaha-mounted **Nathan Woods** took the 250cc consi.

Washougal saw the return of a number of riders that have been away from the tracks recently for some reason or another. Besides the aforementioned McGrath, Lawrence and Vohland, Planet Honda's **Ryan Huffman** made his return from a knee injury sustained at Southwick. Speaking of Southwick, Pro Circuit/SplitFire's **Scott Sheak** made his return after hitting his head on a tree limb. Sheak was released by his doctor the Thursday before the event and wanted to get back out on the track, as did Primal Impulse Suzuki's **Jiri Dostal** and KTM's **Lance Smail**.

Primal Impulse Suzuki's **Branden Jesseman** was also back on the track after his scary heat-stroke incident the week before at Troy. "They just gave me an IV to rehydrate me, and I was out of the hospital later that night," Jesseman said. "It was no big deal."

The U.S. Tobacco/Team Rooster privateer awards were given to Moto XXX's **Travis Preston** and Motoworld of El Cajon's **Greg Schnell** in the 125cc class and Honda-mounted **Akira Narita** and **Yoshitaka Atsuta** in the 250cc class. One-thousand dollars went to Preston and Narita for top privateers in their respective classes, while Schnell and Atsuta received \$500 for second-highest privateer rides.

Sellards steals the spotlight



(Above) FMF/Honda's Chris Gosselaar (68) and Brock Sellards (27) led the 40-man field to the first turn in the opening moto at Washougal Motocross Park. Gosselaar fell back to 17th in the moto, 20th on the day, but Sellards prevailed. (Left) Brock Sellards took the overall win at Washougal just by the hair of his chin. Sellards' first-moto win and second-moto third-place finish edged out Ricky Carmichael's score by one point.

By Dave Deringer
Photos by Doug Karcher

WASHOUGAL, WA, AUG. 1

It was just a matter of time until FMF/Thor/Honda's Brock Sellards took home his first National overall win, and with the way he has been riding lately, it was no surprise that he did so at round nine of the AMA/Mazda Trucks National 125cc MX series at Washougal, Washington.

Sellards showed all of his competitors and the estimated 15,000 fans the fast way around the track in moto one as he took a decisive win nearly wire to wire. The 19-year-old Ohio-native took advantage of a poor start by his nemesis, Kawasaki-mounted Ricky Carmichael, and pulled away from the pack early on, but as the laps closed, so did Carmichael. The two raced in unison the final lap and Sellards crossed the finish line just ahead of Carmichael.

"I've wanted to beat him before the season was over and I knew I would have to push it," Sellards said after the victory. "I got the win and that's all I

care about, not how far ahead I was or anything."

In the second moto, Sellards again ran in front for nearly the entire moto, but was passed by a hard-charging and determined Carmichael on the final lap for second, only for Carmichael to find out that there was another rider in front of him. With the AMA's scoring system by moto points, Sellards' 1-3 finishes earned him 45 points for the day while Carmichael's 2-2 equaled 44 points. Sellards' one extra point gave him his first-ever 125cc National Motocross overall win.

"I've been making the podium so much lately and to finally get the win I wanted is a dream come true," Sellards said of the day's events. "I hung it out in the first moto and it paid off, because if I didn't win that one, I probably wouldn't have taken the overall." Sellards also added, "I was letting it all hang out in the second moto too, and when he (Carmichael) came up to challenge me, I figured I better back it off a bit. I tried to hang with him, but I knew I still had the overall so I chilled out the last half a lap."

Carmichael was in shock. The Split-Fire/Pro Circuit/Kawasaki/1-800-Collect-sponsored 125cc specialist was unaware of race leader Jason McCormick and thought that he had won the overall with the completed pass on Sellards in the second moto. He believed that he had finished 2-1, while in actuality, he had a 2-2 score that did not beat Sellards' 1-3.

"I crossed the line with my hand in the air and the number one finger and my mechanic Chad (Watts) shook his head no," Carmichael said of the confusion. "I was like, 'What do you mean, no? I won the moto,' and he said, 'No I didn't - McCormick won, you got second.'"

Carmichael wanted to win Washougal for several reasons. He currently has 23 125cc all-time wins, and wants to break Mark Barnett's record of 25, but only has three races left to do so. Carmichael expected to win Washougal, Millville and Binghamton in the next few weeks and was planning on riding a 250cc at the final round of the year at Steel City. Now, the Florida-based rider will have to compete on a 125cc at all of the remaining rounds if he plans to break the record.

"I guess I ruined that idea too," Carmichael said from the podium at the conclusion of the day. "I really wanted to ride the 250cc to see how I would do on it outdoors. Now I'll probably have to wait until next year."

Going 5-1 on the day for third overall was Planet Honda/Pro Grip's Jason McCormick. The Vancouver, Washington, home-track hero thrilled the crowd with a come-from-behind ride in the first moto to finish fifth. To cap things off, McCormick took the lead on the first lap of the second moto and was cheered on by his adoring fans all the way to the finish, never being headed, capturing his first-ever 125cc moto win.

"I couldn't have done it in a better place than my home track of Washougal," McCormick said of his best ever moto ride. "This is a dream come true and it gives me a lot of confidence and momentum going into the final three rounds. I'm on cloud nine right now, I can't believe it."

Fourth overall went to the Yamaha of

Troy's Stéphane Roncada. Fresh off his first-ever moto

win a week earlier at Troy, Ohio, Roncada seems to have pulled out the talent that earned him his support ride several years ago, finishing a strong third in moto one. A sixth in moto two also has the Frenchman climbing the ladder in points as he moved into 11th with three rounds remaining.

"I am very happy with my ride," Roncada stated. "I went down in that first moto and salvaged a podium so it was okay."

Primal Impulse Suzuki/Bill's Pipes/Shift-supported Michael Brandes made for the top finishing Suzuki on the day as he rode to a 7-4 score for fifth overall. Brandes battled up front in both motos, only to drop a few positions just before the end of the first moto. A strong fourth in moto two keeps Brandes in fourth in the points standings as the series winds down.

"I got a horrible start in that first moto and was working up when we were all freight-training there for a while," Brandes said of his seventh-place first-moto score. "I got a decent start the second time and got by Tallon (Vohland), then battled with Nick (Wey) for a while, then was running third when Ricky got by. Yeah, it was an all-right day."

Making a return to racing after an injury-induced week layoff was FMF/Honda's Tallon Vohland. The 27-year-old Californian wanted to race so he would not lose any more positions in the final standings. The sore but tough Vohland rode to 6-8 finishes for a sixth overall, and was somewhat satisfied with his performance.

"At the beginning of the motos, I rode pretty good, but everything started to get sore in the later stages," said Vohland. "Anything can happen to anybody and I just want to be out there if it does."

SplitFire/Pro Circuit/Kawasaki's Nathan Ramsey finished seventh overall with an uneven 4-13 ride, while his teammate, Scott Sheak, who returned to the track for the first time since an ugly crash at Southwick over a month ago, finished eighth overall via 8-9 scores. Yamaha of Troy's Ernesto Fonseca rode to ninth overall and Primal Impulse Suzuki's David Pingree rounded out the top ten.

Carmichael only lost one point to Sellards on the day and has a commanding 98-point lead, 413-315, going into Millville, Minnesota. Sellards gained another 17 on his teammate Vohland in third, and he now has 281. Brandes, Wey and Ramsey hold fourth, fifth, and sixth, respectively, with 249-235 and 216.

MOTO 1

Sellards and his FMF/Honda-team-mate Chris Gosselaar rounded the first turn side-by-side as the 38 other 125cc riders filed in behind. For the second year in a row, it was Gosselaar who was leading early at Washougal, but this time he led a little longer.

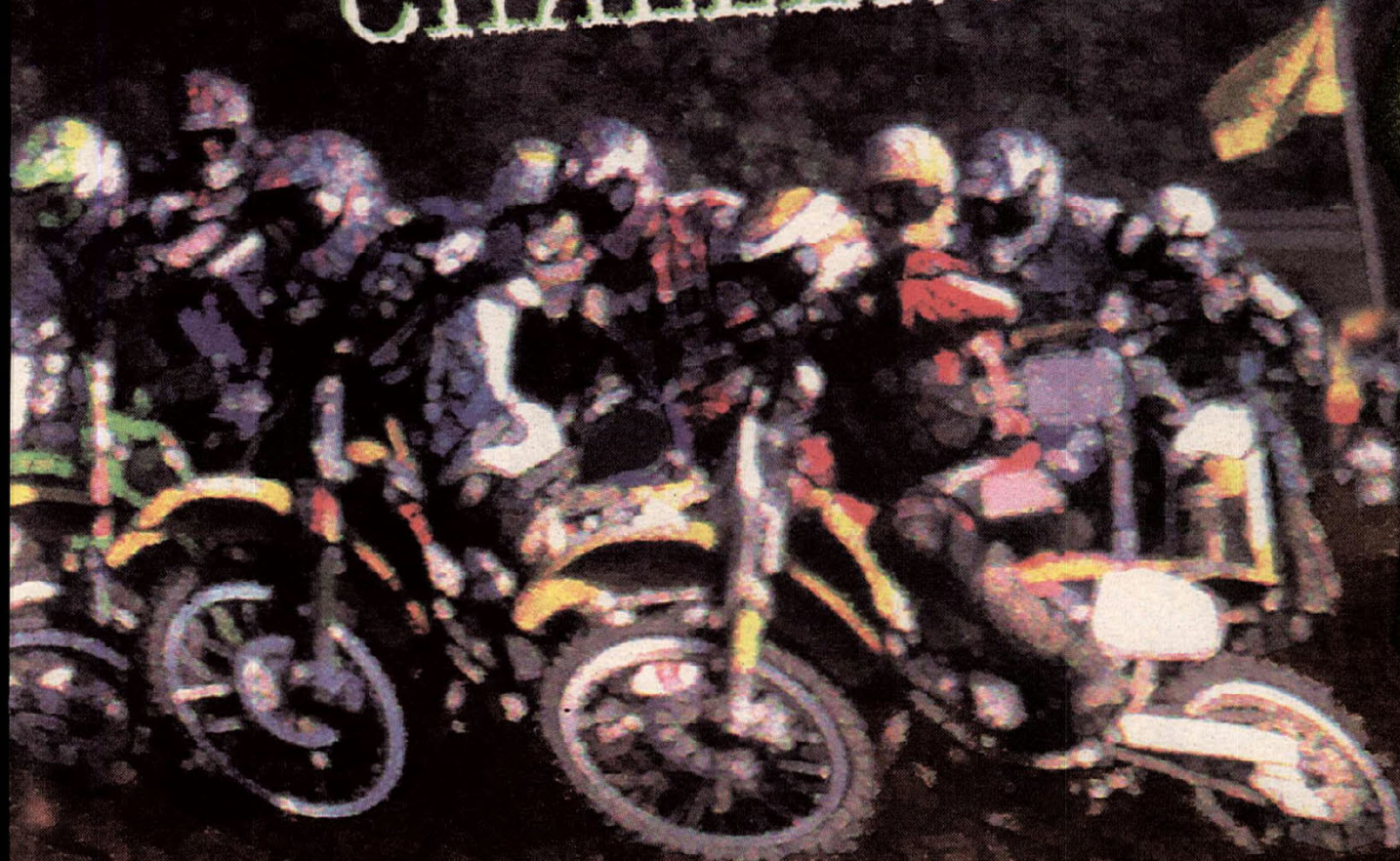
The teenager held the point for nearly three laps until he lost it in the famous whoop section.

"I pumped up real fast and got out of shape in the whoops," Gosselaar said. "It was kind of slippery going in and I

U.S. Tobacco Co.

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<u>RACE</u>	<u>125CC 1ST</u>	<u>125CC 2ND</u>	<u>250CC 1ST</u>	<u>250CC 2ND</u>
Budds Creek	Barry Carsten	Travis Preston	Heath Voss	Takeshi Koikeda
Red Bud	Matt Walker	Paul Currie	Takeshi Koikeda	Heath Voss
Unadilla	Matt Walker	Michael Craig	Takeshi Koikeda	Bruce Stratton
Troy	Paul Currie	Travis Preston	Anthony Amaradio	Tyler Evans



(Left) Ricky Carmichael and his mechanic, Chad Watts, prepare for the start of the second moto. Bad starts provided Carmichael with much action while working his way through the pack in both motos to ultimately finish second overall. (Below) While Sellards recorded his first-ever overall win at Washougal, Planet Honda's Jason McCormick scored his first-ever moto win by taking the honors in the second moto. Here, McCormick, who lives in nearby Vancouver, Washington, receives congrats from his team.



lost the drive near the beginning. I rolled the rest and they all got by."

Sellards immediately inherited the lead with Roncada, Fonseca and Ramsey on his tail. Carmichael was in 14th and moving forward, but only after finishing the first lap in 18th.

With the mix-up of talent behind him, Sellards settled into a pace and pulled a lead on the pack. Vohland moved into the mix next, and the battle for third became intense on the two-minute and 30-second lap-time circuit that wound throughout the hills.

Fonseca, Ramsey, Vohland, Roncada and even McCormick and Brandes swapped positions between second and seventh for several laps while Carmichael was still moving forward, catching the riders in front of him.

At the halfway point of the 30-minute plus two lap moto, Carmichael was up to fourth but was still some 20 seconds behind the leader, Sellards. A lap later, Carmichael passed Fonseca for third and moved to the tail of his teammate Ramsey.

Carmichael got by Ramsey next and then began to close the gap between himself and race leader Sellards. Throughout the next few laps, Carmichael closed the gap, looking over at Sellards over numerous jumps and turns, getting the crowd to support him as he did so.

Ramsey rode in third for some time while Roncada, Vohland, Fonseca, McCormick and Brandes still were battling behind him, in that order.

Roncada, who had gone down in a slippery corner earlier, got by Ramsey for third with around eight minutes left in the moto. Carmichael had closed the gap and was about eight seconds from Sellards.

McCormick and Vohland diced positions the final few laps until McCormick landed off the track in the grass on the big infield tabletop.

"I think I sprained my wrist when I did that," McCormick later said. "Me and Vohland were battling and that rut just shot me off the face the wrong way."

The two-lap board came out and Carmichael was within four seconds of Sellards. Carmichael closed the gap on the lap and as the white flag flew a lap later, Carmichael was only two seconds behind, and closing.

The crowd rose to their feet as the riders drag raced up one of the track's giant uphill. As they came back down into the flatlands, Carmichael was only several bike lengths behind. The fences were lined as the two approached the final straight.

Carmichael bumped Sellards as the two entered the whoop section for the final time. Sellards maintained his composure and the two held it wide open through the final turn and to the checkers, where Sellards crossed for his first-ever moto win, just inches ahead of Carmichael.

Roncada held on for another strong

ride, this time finishing third, while Ramsey and McCormick followed.

"I was pushing as hard as I could go and he was still catching me," Sellards said after the race. "I don't know how he was catching me, but he was. I won the moto, that's all I care about."

"I didn't get a good start and had to play catch up the entire moto," Carmichael said before the start of the second moto. "That's three weeks in a row of bad starts. I don't know what's going on."

"There were so many fast guys up there for a while, it was neat," Ramsey said of the battles that eventually earned him fourth. "It was a little slick out there and I tried to stay with Ricky and Stephane when they passed me. It's a little aggravating when you are up there and then lose the positions, but all I can do is learn right now and that's what I'm doing."

MOTO 2

Sellards nailed the start but was quickly overtaken by crowd favorite McCormick. As McCormick dropped down to the flatlands for the first time in the lead, the crowd went crazy. Sellards, Vohland and Brandes immediately settled into second through fourth while Carmichael was once again plagued with a bad start and was in 23rd as they completed lap one.

"Not only did I get a bad start, but I also went down on the first lap," Carmichael later admitted.

McCormick used his knowledge of the track to gain some distance on Sellards during the early goings as the pack started to spread out. Roncada came around in 15th on lap two, while Carmichael rode two behind him in 17th.

By the fourth circuit, McCormick had a four-second lead over Sellards. Brandes had scooted by Vohland and was up to third.

It took several laps for Carmichael to get in his groove, and he was up to ninth by the sixth lap and was passing an average of three riders a lap.

At the 15 minute-mark, Carmichael was up to sixth, passing a tiring Vohland, and was closing in on KTM/Xtreme-backed Lance Smail. Carmichael got by Smail on one of the large uphill and now had his sights set on his Split-Fire/Pro Circuit-teammate Nick Wey.

McCormick slightly gained his lead on Sellards with around six laps remaining. Carmichael and Wey diced for a lap until Carmichael made the pass in one of the many S-turn chicanes.

Carmichael was in fourth and he worked on Brandes next. One lap later, Carmichael had again used one of the chicanes for the pass for third.

Carmichael now believed that he was in second behind Sellards with the race winding down. Unaware of McCormick up front, Carmichael scoped out Sellards and closed in during the last few laps. In Carmichael's mind, if he passed Sellards, he would be the overall winner. In fact, that was not true, he needed to pass race leader McCormick for the overall win.

Carmichael once again closed in on Sellards, but this time he made the pass soon after the white flag came out. McCormick was far enough out front that Carmichael was unaware of his lead, and as the checkers came out, it was McCormick who took his first-ever national moto victory.

McCormick was swarmed by team managers and personnel after he dropped his bike on the middle of the track and jumped for joy as the crowd showed their approval.

"I was in a zone that moto," McCormick said of his ride. "Once I got into the lead, I was feeling comfortable and I just started checking out a little."

Carmichael crossed next, with his hand in the air.

"I couldn't believe it," Carmichael said. "I thought Sellards was leading and that I had made the winning pass. If it was like the way they score the amateur motos, I probably would have won." Carmichael also added, "I don't know what my problem was today, they just rode better than me."

CM

Washougal Motocross Park Washougal, Washington

Results: August 1, 1999 (Round 9 of 12)

MOTO 1: 1. Brock Sellards (Hon); 2. Ricky Carmichael (Kaw); 3. Stephane Roncada (Yam); 4. Nathan Ramsey (Kaw); 5. Jason McCormick (Hon); 6. Tallon Vohland (Hon); 7. Michael Brandes (Suz); 8. Scott Sheak (Kaw); 9. Ernesto Fonseca (Yam); 10. Travis Preston (Suz); 11. David Pingree (Suz); 12. Greg Schnell (Yam); 13. Mike Craig (Kaw); 14. Paul Currie (Suz); 15. Lance Smail (KTM); 16. Kelly Smith (KTM); 17. Chris Gosselaar (Hon); 18. Brad Hagseth (Hon); 19. Casey Lytle (Yam); 20. Buddy Antunez (Suz); 21. Jason Thomas (Yam); 22. Danny Smith (Hon); 23. Isaiah Johnson (Yam); 24. Robbie Horton (Yam); 25. Nick Wey (Kaw); 26. Joe Oehlhof (KTM); 27. Cory Bauder (Yam); 28. Barry Carsten (Suz); 29. Jiri Dostal (Suz); 30. Levi Reid (Yam); 31. Paul Conner (Yam); 32. Jason Vienot (Yam); 33. Diasuki Suzuki (Hon); 34. Nick Hansen (Suz); 35. Robbie Skaggs (Suz); 36. Banden Jessemann (Suz); 37. Jerry Aleman (Suz); 38. Andy Harrington (Yam); 39. Thomas Barron (Kaw); 40. Matt Walker (Yam).

MOTO 2: 1. Jason McCormick (Hon); 2. Ricky Carmichael (Kaw); 3. Brock Sellards (Hon); 4. Michael Brandes (Suz); 5. Nick Wey (Kaw); 6. Stephane Roncada (Yam); 7. Lance Smail (KTM); 8. Tallon Vohland (Hon); 9. Scott Sheak (Kaw); 10. David Pingree (Suz); 11. Ernesto Fonseca (Yam); 12. Danny Smith (Hon); 13. Nathan Ramsey (Kaw); 14. Paul Currie (Suz); 15. Greg Schnell (Yam); 16. Travis Preston (Suz); 17. Casey Lytle (Yam); 18. Branden Jessemann (Suz); 19. Mike Craig (Kaw); 20. Isaiah Johnson (Yam); 21. Robbie Skaggs (Suz); 22. Jason Thomas (Yam); 23. Chris Gosselaar (Hon); 24. Robbie Horton (Yam); 25. Cory Bauder (Yam); 26. Jiri Dostal (Suz); 27. Kelly Smith (KTM); 28. Levi Reid (Yam); 29. Buddy Antunez (Suz); 30. Barry Carsten (Suz); 31. Paul Conner (Yam); 32. Diasuki Suzuki (Hon); 33. Nick Hansen (Suz); 34. Thomas Barron (Kaw); 35. Jason Vienot (Yam); 36. Joe Oehlhof (KTM); 37. Brad Hagseth (Hon); 38. Jerry Aleman (Suz); 39. Andy Harrington (Yam); 40. Matt Walker (Yam).

125cc O/A: 1. Brock Sellards (Hon); 2. Ricky Carmichael (Kaw); 3. Jason McCormick (Hon); 4. Stephane Roncada (Yam); 5. Michael Brandes (Suz); 6. Tallon Vohland (Hon); 7. Nathan Ramsey (Kaw); 8. Scott Sheak (Kaw); 9. Ernesto Fonseca (Yam); 10. David Pingree (Suz); 11. Lance Smail (KTM); 12. Nick Wey (Kaw); 13. Travis Preston (Suz); 14. Greg Schnell (Yam); 15. Paul Currie (Suz); 16. Mike Craig (Kaw); 17. Danny Smith (Hon); 18. Casey Lytle (Yam); 19. Kelly Smith (KTM); 20. Chris Gosselaar (Hon); 21. Branden Jessemann (Suz); 22. Brad Hagseth (Hon); 23. Isaiah Johnson (Yam); 24. Buddy Antunez (Suz).

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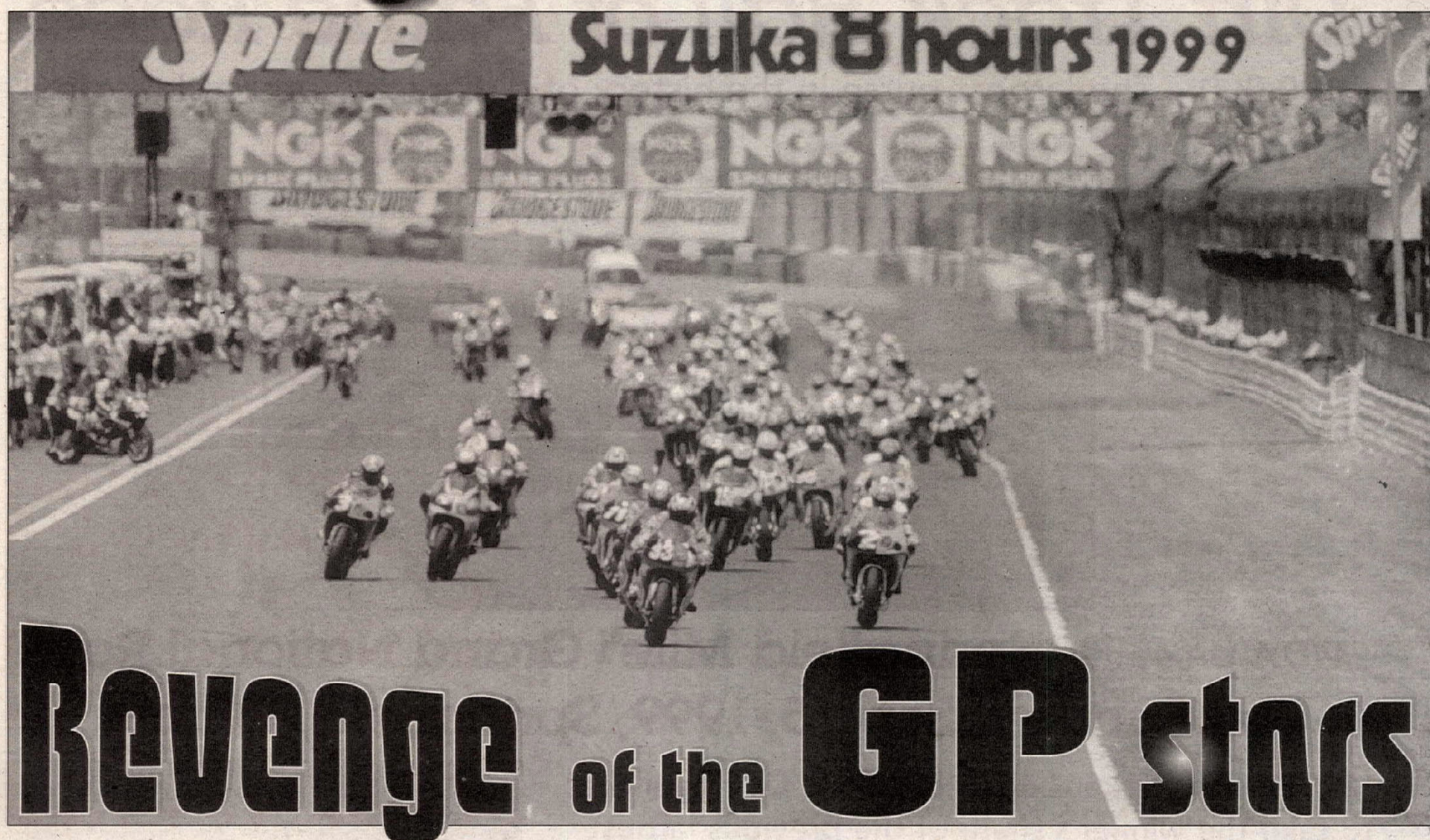
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Revenge of the GP stars

By Tracy Hagen
Photos by Mark Wernham

SUZUKA CITY, JAPAN, JULY 24-25

We got our asses kicked by the Grand Prix guys, pretty much," was the explanation given by Colin Edwards II at the end of the Sprite Suzuka 8 Hours. Edwards may have only been thinking of himself and Aaron Slight, the Honda World Superbike teammates who finished second at the end of the midsummer classic endurance race in Japan, but the statement had universal application.

Doing the karate kicking in Japan were Tadayuki Okada and Alex Barros. Before the race was two-thirds over, the pair of Honda 500cc Grand Prix riders had lapped the other 69 teams with their Lucky Strike-sponsored RC45, and they went on to complete a total of 213 laps. It was a distance cut short by two splashes of rain, and it was one lap shy of the record set by Edwards and Noriyuki Haga in 1996.

"It was easy today, easy," said Okada with a laugh.

Indeed, Barros' only concern was not taking things too easy.

"I just tried to ride and keep my concentration and not take it so easy," Barros said. "Sometimes you lose your concentration when you go too slow. I don't want to do that."

What made Okada and Barros' triumph so distasteful to other big-buck teams was that neither of them are or were of regular riders of four-stroke race bikes. All of the other teams have at least one rider that is currently, or was recently, full time in a Superbike Championship Series of one kind or another.

The second Lucky Strike Honda in the 8 Hours featured the dangerous pairing of Shinichi Ito and Tohru Ukawa, the victors of the last two Suzuka 8 Hours. Like he did in 1998, Ito captured pole, and the team looked like a sure bet. However, bad

luck struck Ito on the 13th lap and the reigning All-Japan Superbike Champion found himself laying in the gravel trap. Ukawa managed to find his way there, too, during their comeback attempt.

Edwards and Slight had the honors of carrying the revered number 11 on their Castrol-backed Honda, but the two World Superbike stars plonked around in practice, qualifying, and the Special Stage (Superpole) to end up as the slowest Honda factory team in the field. The second-place trophies became theirs due to the miscues of others rather than any magic worked from the throttle grip.

The other Castrol Honda came home seventh in the hands of John Kocinski, the 1997 World Superbike Champion, and Yuichi Takeda, the youngest-ever winner of a World Superbike race and a full factory Honda rider in the All-Japan Superbike Championship. During the first hour, Kocinski was squeezing the Honda around every bike in front of him to make up for a poor Le Mans-style start. Then it appeared that Kocinski hit the curbing when he flicked the bike into the Casio Triangle chicane, and the Honda came off its wheels. Kocinski and Takeda salvaged seventh place.

There was only one Honda team that could hang with Okada and Barros in the race, the Sakari Honda satellite team of Daijiro Kato and Makoto Tamada. Tamada is a first-year superbike rider in the All-Japan Series, and Kato is Honda's hired gun for 250cc racing in Japan. Kato crashed the Honda during the fifth hour, and the repaired bike limped in eighth at the end of the race.

In recent years, Honda's strongest competition has come from the Kawasaki camp. Kawasaki, however, scaled back their factory teams from three to two this year, and went without any foreign riders. The point team for the green bikes was World Superbike rider Akira Yanagawa and All-Japan rider Hitoyasu Izutsu. They finished a frustrated third, nine seconds behind Edwards and Slight, after

running out of gas once when they had a secure second. Shinya Takeishi and Tamaki Serizawa - two factory riders in the All-Japan Superbike Championship - piloted the second factory Kawasaki and had a respectable race going until their rear shock broke and had to be replaced. Still, they managed to finish fifth overall. The top privateer team in the 8 Hours, Osamu Nishijima and Ryuji Tsuruta, finished an impressive sixth on a ZX-7RR.

Yamaha, the only non-Honda to win the 8 Hours since 1994, with their victory in 1996, had World Superbike superstar Noriyuki Haga on the factory's double trick YZF R-7 - joined by Red Bull Yamaha 500cc Grand Prix rider Regis Laconi. Laconi, on a superbike, was not in the same league as Haga, though, and reserve rider Simon Crafar complained of allergic reactions to the Michelin tires on Haga's bike and remained in street clothes. They finished fourth, three laps down, purely due to Haga's aggressive riding, and one double stint by the Japanese rider. Wataru Yoshikawa and Takeshi Tsujimura, Yamaha's All-Japan Superbike riders, had Haga-spec motorcycles as well, but the team was knocked out of contention after Suzuki's Akira Ryo rammed Yoshikawa on lap five. Yoshikawa went off the course on his own halfway through the race, which didn't help the cause, either.

Yamaha USA entered Jamie Hacking and Richard Oliver for the 8 Hours, but Oliver was replaced by Yamaha career rider Norihiko Fujiwara, a veteran of 10 previous Suzuka 8 Hours for Yamaha factory teams. Hacking was pulling his hair out all weekend, as the so-called works R-7 turned out to be a street-spec R-7 with quick-change wheels, and Fujiwara had no interest in trying race-bike suspension settings. Hacking and Fujiwara's off-track excursions during the race had the team's mechanics busier than most, and the pair finished 13 laps down, in 14th place.

The Suzuki factory, where both facto-

The Suzuka 8 Hours gets underway with the Le Mans-style start and a horde of the trickiest four-strokes in the world heading towards turn one.

ry teams failed by the halfway mark, had an even longer day. The lead team was Akira Ryo and Keiichi Kitagawa, two of the best superbike riders in Japan. Ryo's desperate bid to catch the quick Hondas in the first hour resulted in a fastest lap time that held up for two hours, but also resulted in an accident with Yamaha's Yoshikawa. Later, Kitagawa also crashed. The second factory Suzuki blew up with a cloud of white smoke in the third hour, leaving Suzuki's factory All-Japan Superbike rookie riders Atsushi Watanabe and Chojun Kameya stranded.

It's rare these years for an endurance team from Europe to run the 8 Hours, due to cost, the competitiveness of the Japanese factory teams and the fact that the 24-hour races in Europe pay double points. The Phase One team for the World Endurance Championship made the trek from Great Britain to Suzuka, but a tearful Tony Rees had to withdraw the Suzuki GSX-R750 after seven hours and 36 minutes, when the engine started making death, rattle noises. Thus the results from the 8 Hours, the fourth round of the World Endurance Championship series, will not have a bearing on this year's title.

RACE

For the Suzuka 8 Hours, the weather on race day was better than most years: temperatures were in the low 80s, but with the always-present hot-tub humidity.

The 85,000 fans counted down the clock for the 11:30 a.m. Le Mans start, and Honda's Ito successfully converted his pole position to a turn-one lead, followed by Okada, Yanagawa, Haga, Kato, and Yoshikawa.



(Above) Freddie Spencer's return to racing didn't last until race time. The three-time World Champion highsided in practice and injured a hand.

(Right) Alex Barros teamed with Tadayuki Okada to give Honda the victory in the race that made up round four of the World Endurance Championship.



Haga ducked around Yanagawa in the S curves to claim third, and pulled up alongside Okada in the long right sweepers between the Hairpin and Spoon Curve. Haga tailed Okada through Spoon, and then drafted and out-braked Okada at the end of the back straight to gain second. The gap to Ito was closed an instant, and at the end of the first lap the official Suzuka Circuit timing computer reported the Ito-Haga interval at 0.000 of a second. Okada, Yanagawa, Kato, Edwards, Yoshikawa, Takeishi, and Kocinski followed, respectively.

Haga accelerated past Ito and into the lead in turn one, and Okada decelerated past Ito and into second on the brakes entering the Hairpin. Okada turned the tables on Haga down the back straight and claimed the lead. The pint-sized Kato also pulled out into the passing lane of the back straight and took fourth place away from Yanagawa.

Haga didn't try a move on Okada on lap three until the entry of Spoon Curve, though the attempt came from too far back and was unsuccessful. It left Haga perfectly positioned for another draft pass down the back straight, which happened as expected. Then the unexpected occurred: As Haga and Okada entered the tight Casio Triangle, Kato blasted past both riders on the inside and was through the chicane before Haga and Okada had flicked their bikes the other way. The fans in the grandstands were delighted.

Okada was around Haga by the time the frenzy reached the Hairpin, and on the fourth time down the down-and-up-and-down back straight, Okada drafted Kato, and Ito drafted Haga.

Okada went unchallenged through most of the fifth lap, until Kato squeezed inside at the end of the back straight, saving his braking for the 130R corner until the last millisecond. Less graceful action happened between Yoshikawa and Ryo, who came together and went off the track. Yoshikawa dropped from eighth to 32nd, and Ryo from ninth to 63rd and to the pits. Within two laps, Ryo had gone from fast lap holder at 2:10.633 to first factory rider to parade himself down the pit lane.

Over the following three laps, Kato, Okada and Ito stayed put, while Kocinski passed Edwards, Yanagawa and Haga.

Yanagawa was able to hang with Kocinski while Haga could not, and the Kawasaki rider provided the live television audience with a bird's-eye view of the next significant upsetting of the running order. As Kocinski leaned his Honda into the first tight right-hand turn of the chicane, the side of the bike appeared to make contact with the curbing, and the rear wheel was lifted off the track. The bike and rider slid and spun, but they were quickly back in the race, losing just four positions.

"I was just working my way up, and then I fell down in the chicane," Kocinski said. "That basically wrecked the whole day. It's hard to say what happened, but, anyway, it went down. That's unfortunate, but that's racing."

The top spots remained stable over the following three laps. Then, on lap 13, the first of the race's two most significant crashes occurred: Ito low-sided his Honda at the apex of turn two, with bike and rider coming to rest in the gravel trap - and just like that, Ito and teammate Ukawa's hopes of a third successive 8 Hours win were dashed. Coincidentally, Ito crashed the same way in the same corner while in the same position in the Suzuka 200-kilometer race back in May.

From that point until the pit stops that started on lap 24, the order went unchanged: Kato, Okada (-9 seconds), Yanagawa (-13 seconds), Haga (-16 seconds), Takeishi (-3 seconds), Edwards (-7 seconds), Kocinski (-20 seconds), and Fujiwara (-4 seconds).

"In the first session, the track was hot," Haga said. "I used a Michelin front tire that was too hard. The front was chattering and dangerous. This compound was no good."

Okada echoed the same concern about his Michelin front tire and his difficulty in keeping up with Kato, who was using Dunlop tires.

"My (expectation), from Saturday already, was that Kato would be quicker," Okada said. "For me, the problem was the front side, and I cannot fix it. I just try to keep (a consistent) lap time - this is important."

Edwards' problem was similar, but with the rear tire.

"I couldn't stay with Kocinski's pace (in the laps prior to Kocinski's crash)," Edwards explained. "He had a different

rear tire and he was gone. I made the wrong tire choice because we went out on it this morning (in warmup practice) and it felt good for the first five laps. Then I came in and handed the bike over to Aaron, and he came back and said it wasn't that good. I should have listened to him, but I didn't."

When the first round of stops was over, Barros had claimed the lead from Kato's teammate Makoto Tamada due to quicker pit work by the factory Honda team. Izutsu was third, Laconi fourth, Serizawa fifth, Slight sixth, Tsujimura seventh, and Hacking eighth.

Tamada let Barros get ahead by five seconds over the early laps of the second stint, and then, starting on lap 30, Tamada started taking one second per lap back from Barros. At the end of lap 35, the interval was less than a second, and on the following lap Tamada bravely passed Barros on the inside on Dunlop curve, with Tamada's bike nearly horizontal and both ends slipping and sliding.

Barros gave Tamada a turn at leading for four laps. During this time Serizawa pitted to replace a rear shock that had failed suddenly, a repair that cost the team five minutes.

Barros brought the fight back to Tamada on lap 40 with a pass going into the chicane, and Tamada responded by drafting Barros down the straight and retaking the lead in turn one. Barros then went into the Hairpin deeper than Tamada and came out ahead, but Tamada drafted around Barros on the back straight to regain the lead. It was the last passing move for five laps, though Barros was only a slim second behind.

Barros went on the offensive on lap 46 with a diagonal drafting pass on the back straight that forced Tamada wide and toward the edge of the track. On the next lap a pair of backmarkers held up Tamada at Degner Curve, allowing Barros to scoot ahead.

Tamada reeled Barros back on the following lap with a blazing run through the S curves, and pulled up with Barros at the exit of Degner - a place nobody passes for the lead, but then Tamada is a first-year superbike rider.

That passing attempt failed, but Tamada swung around Barros on the front straight at the beginning of the next lap. The Phase 1 Endurance team and

Takahito Mori on an X-Formula-class Kawasaki ZX-9R were met in turn one, which prevented Tamada from doing his usual quick scamper through the S curves. Barros shadowed Tamada until the entry of Spoon Curve, where he pulled out into the daylight and back into the lead.

The next time around, there were no backmarkers in the S curves, and Tamada shot past Barros. It wasn't a clean pass, and the riders came together momentarily, leaving the exhaust pipes wobbling and the spectators clapping. Barros tried Tamada on the back straight, but Tamada closed the door at the 130R curve. But the chicane that follows the 130R is nearly impossible to defend (ask Wayne Rainey sometime about the moves Kevin Schwantz used to pull there) and Barros got the pass he wanted.

Barros' lead was short-lived, as Tamada simply helped himself to an easy drafting pass down the front straight. The remaining parts of the lap were an encore of previous laps: Barros used the brakes going into Spoon Curve, Tamada used the draft down the back straight, and Barros used the brakes again at the Casio Triangle chicane. Again, Barros was overhauled down the front straight.

"I don't think the guy (Tamada) has so much experience for endurance racing," said the Brazilian. "He tried to make like a sprint race. But the race is too long. But it was spectacular for the public."

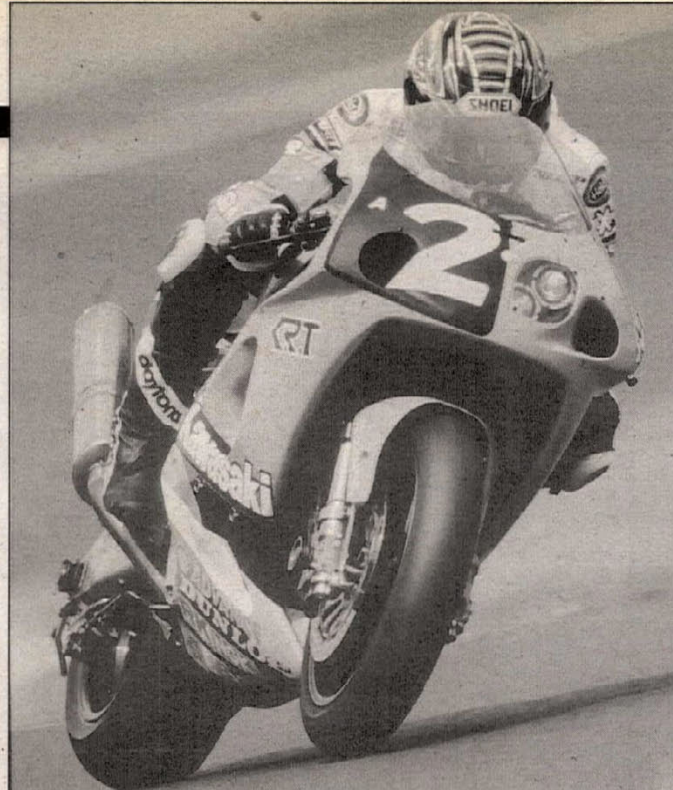
Barros brought an end to this toe-to-toe fight by reporting to the pits as scheduled by his team, and on the following lap - lap 53 - Tamada was in the pits, too. The second stint ended with little other drama: Izutsu ran in third uncontested, and Slight easily overtook Laconi for fourth. Tsujimura had some chain problems - residual effects of Yoshikawa's incident with Ryo - that forced a visit to the pits, and the private Kawasaki of Tsuruta was clawed up into sixth. Kameya, on the factory Suzuki, overtook Hacking for seventh, while the Suzuka rookie hung onto eighth.

As was the case with the first two stops, the satellite Honda team gave up time to the factory teams in the pits, and Kato was looking at Okada and three seconds of empty track when the tempo resumed. That distance was reduced to



(Left) John Kocinski teamed with Yuichi Takeda after Spencer suffered injury. The pair ended up seventh on the factory Honda RC45.

(Right) Akira Yanagawa and Hitoyasu Izutsu had numerous problems that cost them any chance of a win. Still, the pair battled back to finish third.



under two-tenths of a second in three laps, with Kato recording what would be the fastest lap of the race - a 2:10.457 - on the 58th tour.

Kato dislodged Okada from first place with a pass at turn one on lap 59, and the stage was set for a sequel to the Barros-Tamada show from the second hour. But like many sequels, it failed to live up to the standards of the original.

Okada made a run on Kato at the chicane on lap 60, and the two riders were dead even on the Suzuka scoring system when they hit the line. Kato got the advantage on Okada in turn one and focused on escaping from his foe. That he did, and in eight laps Kato had a sweet eight seconds on Okada.

The first sprinkles of rain started on lap 69, and were isolated to the south-east section of the race track, on turns one and two, and the 'S' curves. Lap times increased three to five seconds, and rather uniformly. If anything, Kato backed off the least.

The isolated rain continued up through the scheduled pit stops that began on lap 79. The track was far too dry to keep rain tires cool, so the teams nervously mounted slicks. Again, the factory Honda crew of Okada and Barros made up the 10 seconds that Kato had earned the hard way. On lap 82, Tamada's out lap, Barros breezed past going into Spoon Curve.

Tamada gamely hung on to Barros, and when the two swift Honda riders were headed for the chicane it looked like Tamada had a chance to overtake. But a backmarker unexpectedly moved over, forcing Tamada wide and clearing the way for Barros. It was only a six-tenths-of-a-second favor to Barros, but for Tamada it turned out to be that one event in a race that a nonwinning rider never recovers from.

The raindrops grew in size and frequency on lap 84. Tamada backed off on the throttle, but Barros only half as much, and he picked up three seconds for his lead and lapped fourth-placed Slight to boot. The rain cloud had now moved up to the cross-over point of Suzuka's figure-of-eight layout, and the front runner's lap times were 2:30, give or take.

Rain is the one factor that can always be counted on to convert road racing from a science to an art, and there was just enough rain to complete the conversion. Laconi and Izutsu opted to pit for rain tires, which was the prevailing opinion regarding the optimum strategy. Barros' team gave him the "Pit In" sign for six or so laps, but he ignored the request. Slight's team put out the same board just once, and that, too, was ignored. Tamada also stayed out on slicks despite the rain.

"The lap times were about 2:30. I

think the worse was 2:35, so it was a little bit slippery," said Barros about his insubordination. "But if I stop to change tires, no big difference. So if I can keep this lap time in that condition, sure, I don't need to stop. So I prepared to continue. The pit board was out for six laps, I think, but I tried to ignore that and make 2:31 and wait for the conditions to be a little bit dry. The track is no water, just wet. I think at that moment, it's better to watch the weather for full rain. This is a very important decision, that I no lost time to stop to change tires."

Barros' judgement proved to be spot-on. Izutsu and Laconi lost nearly 10 seconds a lap on rain tires compared to what they were getting with slicks not counting the time required to stop and mount them. Moreover, Barros and Tamada had a full lap on the field, and the option of slowing down carried less risk for them. In fact, they slowed down enough for Slight, now third after Izutsu's stop, to unlap himself on lap 92.

The sun started peeking around the edge of the rain cloud on lap 92, and soon shadows could be seen under the bikes. Izutsu stopped for a cut slick rear, but oddly left the front rain tire mounted. On the next lap, Izutsu stopped once more in the pits, and this time the front rain tire came off, and a cut slick went on. Altogether, these three stops and slower lap times on rain tires cost the Kawasaki team 2 1/2 minutes of track position to Barros in just five laps.

Tamada gleefully welcomed the return of the sun and went in pursuit of Barros, who had accumulated a 13-second advantage during the wet laps. Barros, naturally, also noticed that the sun was back, and relapsed Slight in defense of his fragile lead over Tamada. Tamada cut the distance in half after five times around, but then Barros raised the bar and had the advantage up to nearly 10 seconds when the riders started reporting to the pits, beginning on lap 107.

Like the previous switchovers, the Lucky Strike Honda pitted first, giving the Cinderella Honda boys two laps to head the scoreboard. Tamada was still riding ham-fisted to get back the precious seconds Barros took away, and, in fact, banged a backmarker during another aggressive run through the S curves. Kato was given the bike on lap 110, as the titanic two-bike battle had entered the fifth hour, with the two heavyweight riders of each team now on the track.

This time Kato was dealt a poor hand. The time Tamada lost on the track in the fourth hour, plus the time his team lost in the pits meant that the underdog was approximately 14 seconds behind and was fighting from the knees.

But another little rain cloud started

wetting odd parts of the track, and by lap 125 the lap times were back up to 2:30 to 2:35 for the faster riders. The rain started falling with some continuity. The conditions were virtually identical to the first episode of rain, and this time the reaction by the teams was identical, too: if it's possible to ride on slicks, then ride on slicks.

"(The team) left it up to us if we wanted to pull in or not," said third-placed Edwards. "You could kinda maintain a decent lap time, and it looked like it was going to blow away. Aaron stayed out there the first time and I saw it could be done, so when I went out, I just stayed out there and tried to run some decent laps."

Kato was still keen to take the battle to Okada, but lost his gamble to push the situation in the adverse conditions with a big moment in the S curves, and a big moment in the gravel trap. The sentimental favorite and leader of 59 laps was now stationary.

The race-track announcer hollered himself hoarse.

"Right as Kato crashed was when it quit raining," said Edwards later. "I didn't see him go down, but I saw that he went down. Then I saw that he was getting it back on the track, and I thought, shit! Shit that he crashed, and shit that he was getting back in the race, kind of everything. I was waiting for him to come back up on me, but I guess he had to pit."

Edwards' hunch was correct. Kato had taken a short cut to the pits, and earned a one-lap penalty for doing so. There the team removed the gas tank and airbox, and started cleaning out the sod, stones, sand and other assorted sediment that Kato's crash had stuffed into them.

Thus, at four hours and 45 minutes, the Suzuka 8 Hours had a new and less exciting look to it. The leading Lucky Strike Honda had three minutes and 20 seconds - a full lap and then some - on the second-placed Castrol Honda. The math worked out to 2 1/2 seconds per lap for the remaining three hours, an impossible amount to make up by aggressive riding alone.

However, the third place Kawasaki of Yanagawa and Izutsu were only 20 seconds behind the second Honda, and Yanagawa was gaining back the time lost through the earlier rain-tire fiasco. As long as Edwards and Slight remained in second, Honda had their bets covered. The last thing Honda wanted was the sun to set with a Kawasaki in second place.

Yanagawa upped the intensity of his riding and made up six seconds in six laps. The interval stabilized at 13 seconds for a couple laps, and then *wham!* - in two

laps Yanagawa had it down to less than nine seconds. The following lap, lap 137, Edwards pitted and Yanagawa and the Kawasaki sailed past.

What happened next made the rain-tire fiasco forgivable, as the Kawasaki team made endurance racing's most basic mistake.

The Kawasaki team was getting 27 laps out of their fuel load in dry conditions, and stretched it to 29 laps during the first occurrence of rain. Their last pit stop happened on lap 112. Figuring in the two brief periods of rain and the distance record of 214 laps, it was safe to say that there were 100 more laps left for the Kawasaki. No matter how one looked at it, three stops were needed with 25 or so lap stints between stops.

That simple math problem wasn't considered. Yanagawa stayed out on the track until the Kawasaki sputtered out of gas at the end of the back straight on lap 142, 30 laps since his last pit stop. Yanagawa coasted up to the track exit for the pits, and then paddled his way down the pit service road. Slight, meanwhile, came roaring past to reclaim second.

"I tried to use the reserve, but it doesn't work," explained Yanagawa, who added in broken English that that was the team's race strategy for deciding the timing of pit stops. "Our bike, the fuel consumption is not so good, like limit 27 laps. But that time, wet conditions, and my lap time is 2:35 or 2:36. My team thought maybe 32 laps is okay. But that was a mistake."

The team was lucky to have only have lost a minute of total time. With 60 laps to go, the one minute and 10 seconds to the Castrol Honda was within reach, and Izutsu valiantly took up the challenge.

The interval had eroded from 1:10 to 46 seconds when Slight was given the "Pit In" sign on lap 164. Izutsu came in on lap 167 - a 25-lap stint - and with both teams back in the groove by the end of lap 169, the interval from Edwards to Yanagawa was now down to 41 seconds. Yanagawa started rapidly eating into Edwards' margin with lap times of 2:11 and 2:12, vs. Edwards at 2:13 and 2:14.

"(In) the seventh hour of the race I was just doing the business," related Edwards. "I was seeing '+30', '+32' (on my pit board), and then nothing. There was nothing on my pit board. No plus, no nothing; they just had the time up there for seven or eight laps in a row. I thought, 'Shit, (Yanagawa) must have crashed, you know. Just take it home and bring it in and take it easy.' So I was just cruising around, and then next thing you know, '+22'. I thought, 'Jesus Christ, I lost eight seconds in probably eight laps.' So then I tried to put my head

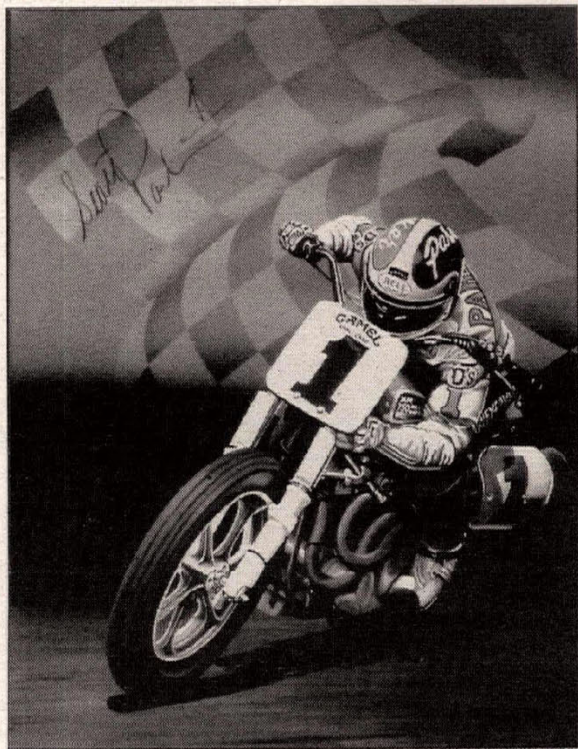
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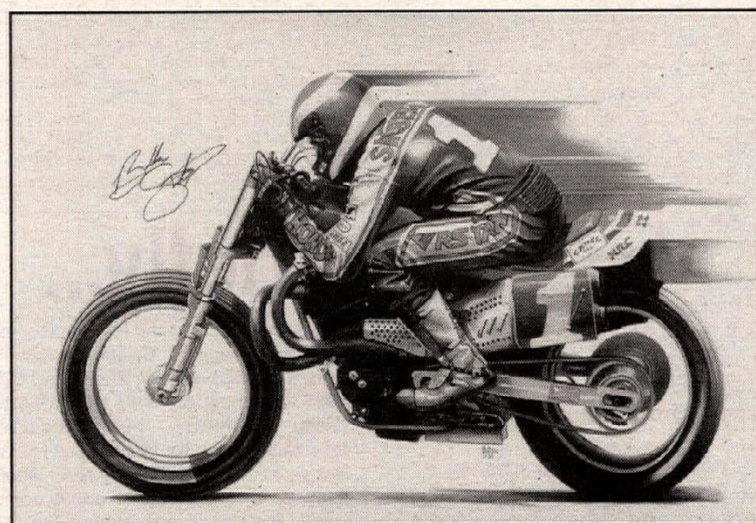
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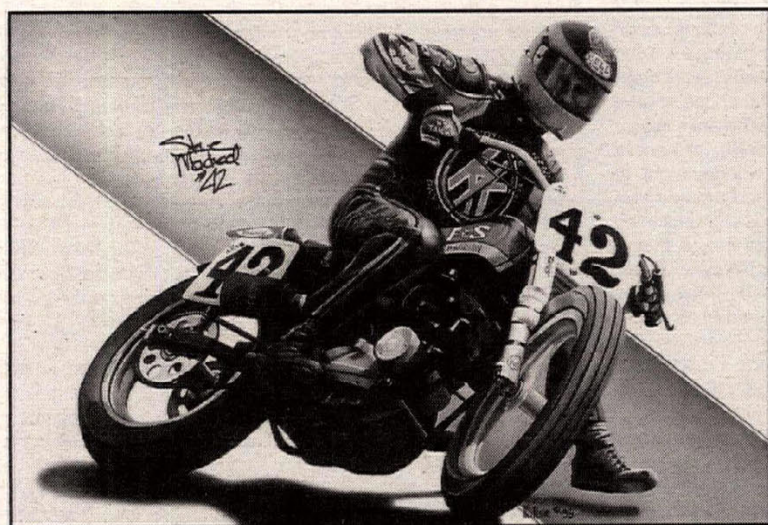
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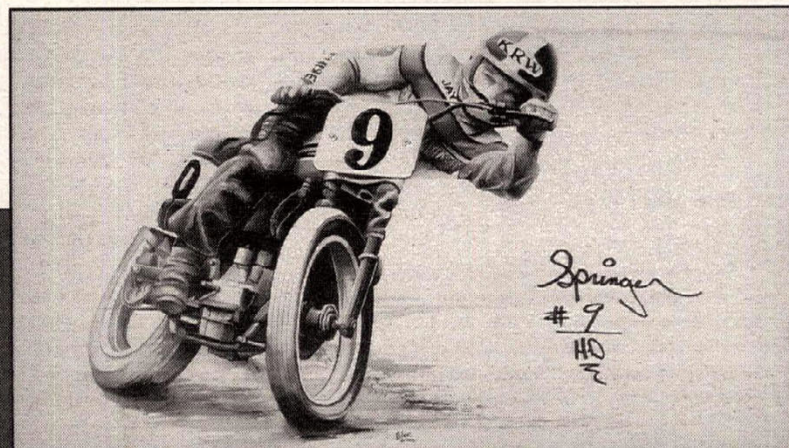


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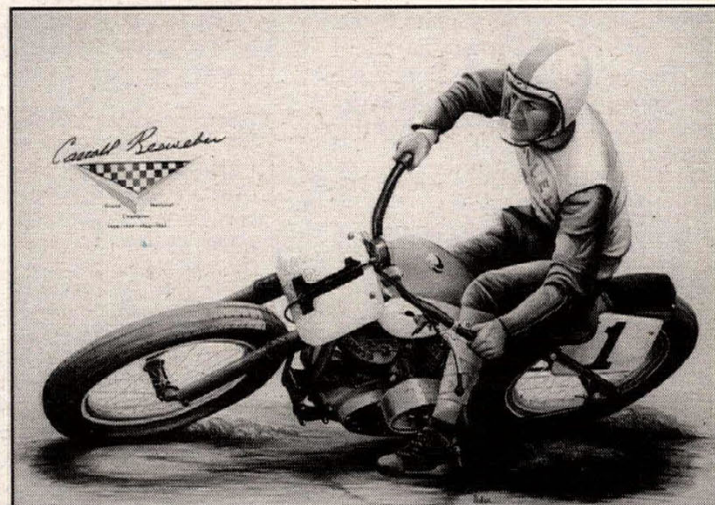
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(Left) Colin Edwards II and Aaron Slight finished second on their Castrol Honda, but were not on the same pace as the winning duo. (Above) Frenchman Regis Laconi wasn't up to speed on his Yamaha, but his teammate Noriyuki Haga rode hard to put the team in fourth at the finish.

down again, but I was already in a rut, kinda cruising around."

Yanagawa had taken 21 seconds out of Edwards when the final round of pit stops started. If Izutsu could do the same, then the Kawasaki would be positioned for a shootout with the Honda at the end of the eight hours.

The two teams contesting second had their final riders on the track and up to speed by lap 191, and Izutsu was within 15 seconds of Slight.

Slight's margin then started crashing like the stock market.

On lap 192 Izutsu was with in 13.9 seconds, lap 193 within 10.9, lap 194 within 9.1, lap 195 within 8.2, and lap 196 was 6.9 seconds.

"The last hour when I first came out I had 12 seconds, 14 seconds, and then it just came down and down," recalled Slight. "I was going as fast as I could. I did low 2:12s, but he must have been doing low 2:11s. All I was praying for was that it would get dark very quickly."

It did get dark quickly, but what Slight didn't know was that Kawasaki had gambled again, and fitted soft tires for Izutsu's last ride.

"I saw his back, I could see him in the Hairpin," said Izutsu through an interpreter. "The lights lit his back. But once I got close enough to see him the tire started going away. I didn't give up, but the tire wasn't there."

Slight brought the Honda home second, a lap behind Barros.

"I was hoping to be on the podium. I knew we could be top five because our testing times had gone so good," said Slight when asked about his thoughts on race day morning. "Our testing wasn't that great in one lap, but we could do consistent laps. So I was counting on that to get us in the top five. And if something went wrong with someone else, we'd be there."

The consistency strategy worked for Edwards and Slight for second, but what won the race for Okada and Barros was superior riding skill in all conditions. **CN**

Suzuka 8 Hours
Suzuka City, Japan
Results: July 24-25, 1999

FINAL: 1. Tadayuki Okada/Alex Barros (Hon); 2. Aaron Slight/Colin Edwards II (Hon); 3. Akira Yanagawa/Hitoyasu Izutsu (Kaw); 4. Noriyuki Haga/Regis Laconi (Yam); 5. Shinya Takeishi/Tamaki Serizawa (Kaw); 6. Osamu Nishijima/Ryuji Tsuruta (Kaw); 7. John Kocinski/Yuichi Takeda (Hon); 8. Daijiro Kato/Makoto Tamada (Hon); 9. Yukio Nukumi/Kei

Nashimoto (Hon); 10. Wataru Yoshikawa/Takeshi Tsujimura (Yam); 11. Tarayuki Suzuki/Kenichiro Nakamura (Hon); 12. Hiroki Noda/Tomonari Kimura (Hon); 13. Ichiro Asai/Masataka Hayashi (Yam); 14. Jamie Hacking/Norihiko Fujiwara (Yam); 15. Yuji Haraguchi/Yoshinori Korogi (Hon); 16. Gaku Kamada/Naoto Ogura (Suz); 17. Tatsuya Yamada/Shoichi Tsukamoto (Kaw); 18. Toshia Kobayashi/Masaki Tokuno (Hon); 19. Hiroki Kobayashi/Masaki Tokuno (Hon); 20. Peter Oetli/Reiji Saakakibara (Yam).

Hometown advantage for Ito

The Special Stage was brought in to the 8 Hours in 1994 to provide a fast-paced alternative to watching timed practice and the long race itself. To build up a little excitement, in other words.

This one was depressing.

Not that the riding was not spectacular, it was. What was depressing was see-

ing Honda's Shinichi Ito take pole position again for the second straight year, underlining the feeling that all Ito and teammate Tohru Ukawa had to do was show up on Sunday and a third straight 8 Hours victory was theirs without a fight.

Ito's Special Stage time of 2:09.210 improved on his qualifying time of 2:09.597.

"Although I was trying to get into 2:08's today and couldn't, I'm satisfied with today's time, which is better than all my previous testing times here," said the Japanese Superbike Champion through an interpreter. "It's nice to get on the pole position again, and I have a good feeling for the race."

Teammate Ukawa clocked his Special Stage lap at 2:10.316.

"For the Special Stage I was more cautious than usual because I crashed at the Hairpin curve during free practice this afternoon, and bruised my left little finger," Ukawa said. "Still, I was happy to know that my time was in the 2:10s. I knew Ito would get a better qualifying time than myself."

Ito's Special Stage lap had taken provisional pole away from Kawasaki's Akira Yanagawa, who recorded a time of 2:09.388 two riders before Ito. Yanagawa nearly crashed in Spoon Curve during the Special Stage.

"That time, too much grip (from the rear tire)," Yanagawa said. "Then push the front tire and the bike goes outside. That time, very angry (with) myself."

Yanagawa's teammate, Hitoyasu Izutsu, recorded a Special Stage lap of 2:09.863. The pair had the best combined times of all the teams.

Briefly...

The biggest buzz in the lead-up to the 8 Hours was **Freddie Spencer's return** to racing. Spencer claimed the 500cc Grand Prix crown for Honda in 1983 and the 250cc and 500cc double World Championships in 1985, and Spencer is to Honda Motor Corporation what astronaut John Glenn is to NASA. Thus Spencer's return after a four-year retirement from racing, was for Honda akin to John Glenn's ride on the space shuttle last year. "Wayne Gardner and I were approached at the 50th anniversary event in October (1998) about doing (the 8 Hours in 1999)," Spencer said. "The first time that the subject was brought up was Sunday night, in October at Motegi. And I said, 'Yeah, that might be fun,' and thought that was it. But (Honda) stayed in contact with us. I guess it was the beginning of April that they - HRC (Honda Racing Corporation) - had firmed everything up. But when the time came to agree to actually do it, Wayne (Gardner) had already signed a deal with Toyota to race here (in Japan) in a touring car. So Gardner couldn't do it, so I actually put it aside." Gardner was 500cc World Champion in 1987, and is the only rider to win the Suzuka 8 Hours four times. "But after Wayne couldn't do it, I talked to a few people about doing it," said Spencer, the racing bug still with him. "Then John (Kocinski) was brought in to do it. That was actually the end of May. So the time between when it was going to actually happen and I was here for the first test was only three weeks."

Spencer currently runs a riding school at **Las Vegas Motor Speedway**, which keeps him active on motorcycles, albeit street bikes, and no doubt frequently reminds him of his former career at race tracks around the world. "You always have to be very serious about (racing)," Spencer said. "I've been riding, but not a race bike. I thought it would be fun to do, and it has been - it's been really good; it's been great. Like I said, riding at my school has kept me pretty active, but a race bike is different." Spencer took part in the two test sessions at Suzuka for the riders Honda was planning to enter for the 8 Hours. "The first (test) was completely wet. The first time (for me) on a race bike in four years and it was pouring down rain. So that was kind of interesting. But then it dried out towards the end of the test. Then it was a matter of getting the bike working for me and getting up to speed. Of course, I was rusty, but it came on pretty good. The bike has a lot of horsepower, and they're very smooth, also. Very smooth power delivery."

The riding skills that Spencer described as rusty were the ones he made famous and exploited unrelentingly during his **Grand Prix glory days**, drifting both wheels around fast, sweeping corners. "On any race bike, to go quick, especially on a track as demanding and as technical and as high speed as Suzuka is, is feeling the front and rear tire," Spencer explained. "There are so many places here like Dunlop and after the Hairpin where you're running in as fast as you can and the bike has got to continue its turn. If it doesn't turn then you're off-line. But if you are on line, if you're lucky enough to get the bike to where it really turns nice, you're picking the throttle up so early that the rear end is breaking away and it's pushing the front and you're constantly in a drift. That seems to be the biggest problem everybody has trouble with, is finding the balance of getting the bike to turn, and continue turning, even as you pick the throttle up. So that's what takes time when you've been off it so long. That's the differ-

ence between riding (a race bike) every week and not riding." By the second Honda test session for the 8 Hours, Spencer had to quickly relearn the touch for the tires and the throttle. "Each day it came back a little bit more. I went a little bit faster, a 2:13-flat, by the middle of the second test. Then we started trying some suspension stuff that didn't work." Spencer's third visit to Suzuka Circuit was for the 8 Hours race itself. In untimed practice on Thursday morning, Spencer claims he was running laps at 2:13 without pushing himself, when suddenly the front tire lost grip, regained traction, and sent Spencer over the top of the bike, landing on his head and hands. Spencer walked back to the pits and opted to not ride the remainder of Thursday to allow the soreness in his hands to go away. But the pain was still present during Friday morning timed practice, and an X-ray revealed a broken bone in Spencer's right hand and possible broken finger on his left. Although the injuries were relatively minor, there were well-placed doubts with Honda and Spencer himself on his ability to run the demanding 8 Hours endurance race. At 2 p.m. on Friday, a press release was hurriedly distributed stating that Freddie Spencer had withdrawn from the 8 Hours. Yuichi Takeda, a factory rider for Honda in the All-Japan Superbike Championship, replaced Spencer.

Tadayuki Okada and Alex Barros bagged 10 million yen, or **\$85,470**, for the 8 Hours win. Colin Edwards and Aaron Slight took home 2 million yen (\$17,094) for second, and Akira Yanagawa and Hitoyasu Izutsu were given one million yen (\$8,547). Shinichi Ito and Tohru Ukawa received 1.2 million yen (\$10,256) for qualifying and winning the Special Stage. Yanagawa and Izutsu received 900,000 yen (\$7,692) for qualifying and earning second place in the Special Stage, and Daijiro Kato and Makoto Tamada received 800,000 yen (\$6,838) for third.

Kurtis Roberts was brought to Suzuka by Honda to be a reserve rider for the Okada-and-Barros team. Roberts practiced and qualified with a best time of 2:15.180, but it's normal for reserve riders to ride well within themselves. The rules in FIM endurance racing do not allow substitution once the 8 Hours begins, so Roberts has no claim to the victory by Okada and Barros.

Roberts freely admitted to reservations about racing on the **Lucky Strike Honda**. He stated his intentions at Suzuka are to move into Superbike racing on a full-time basis soon. "I haven't had any time on the (8 Hours) bike, so it would be asking a lot to get on the thing with Michelins," Roberts said. "I've never ridden Michelins before, either. I tested here for a couple days, but it was raining most of the time. I got an hour and a half in the dry, which was maybe an hour on the motorcycle. Then, since I've been here, I've had two 30-minute sessions. One was at 6 o'clock, and the other one was at complete dark, about 8 o'clock or something. I don't have much time on the thing, so it would be very difficult to do good. The track is very difficult, also. But I like (the superbike) - I like it a lot. I think it would be much better if it had Dunlops on it, because that's the tires I like. The superbikes are a great motorcycle. For sure, that's the plan for next year. I definitely need to be on a superbike. We don't have anything for next year yet, but that's what it looks like, that's what I'm looking at."

Another famous face in the reserve rider corps was **Simon Crafar**. Crafar was scheduled to ride with Noriyuki Haga on Yamaha's A Team, but

Sakari Honda satellite team rider Daijiro Kato was the final rider in the Special Stage, meaning he had the fastest lap time in qualifying, yet he finished the Special Stage third. Kato was Ito's biggest threat for losing pole, as Kato recorded the first 2:08 lap by a superbike in a race event at Suzuka during Friday's practice. Kato did a 2:08.860 on Friday morning, and a 2:08.892 Friday afternoon. But on Saturday, Kato lapped the course at "just" 2:09.393.

"For the Special Stage I only had two laps: one lap to warm up, and one lap to attack," said Kato through an interpreter. "I didn't have enough time, and I'm not satisfied."

Kato, who normally rides Honda NSR250 race bikes in the All-Japan Series, claimed that he needs more than one warm-up lap to get comfortable on a superbike.

Kato's teammate, Makoto Tamada, had a Special Stage time of 2:10.525.

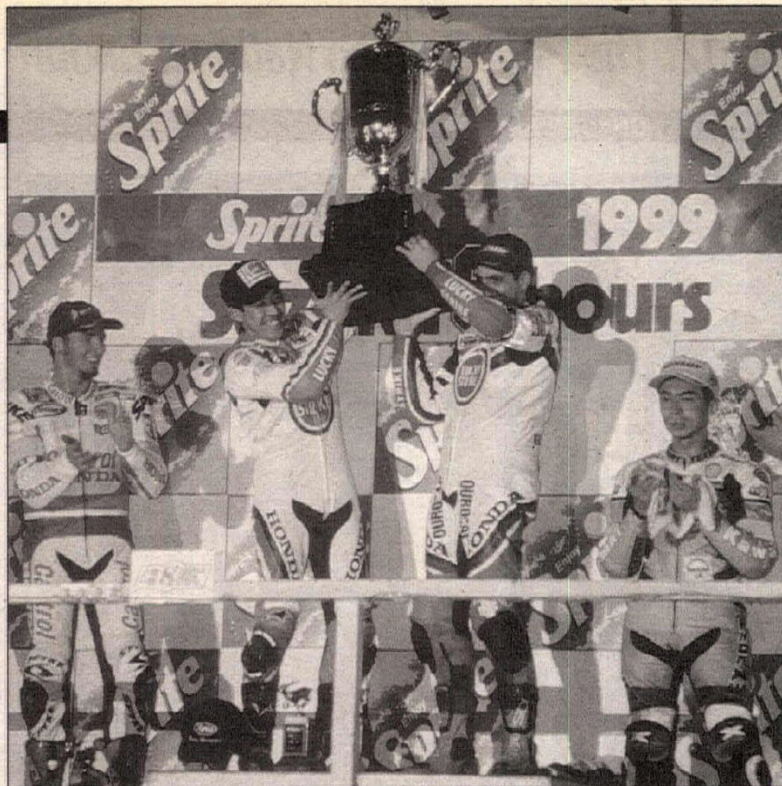
Noriyuki Haga's time gave the new Yamaha R-7 the fourth place on the line-up, and Haga had mixed feelings about the result.

"This time, a 2:09, is the first time for me," he said. "But I think maybe we haven't tested the bike enough."

Haga's time was 2:09.719.

Nor could it be said that Haga's teammate, Regis Laconi, had enough testing either. The Frenchman recorded 2:11.868 in the Special Stage and 2:12.224 in qualifying, and earned the dubious honor of slowest factory rider.

Tadyuki Okada secured fifth in the Special Stage with a respectable time of



(Above) Okada and Barros lift the winner's trophy at the conclusion of the eight-hour race.

(Right) Jamie Hacking rode a box-stock Yamaha R7 to an eventual 14th-place finish with his teammate Norihiko Fujiwara.



2:09.754. "Ito-san, he like very much these Special Stage," said Okada. "Also, my tire, not new one. Everybody using new tire. The Special Stage, this is very scary - safety first!"

When Okada's teammate, Alex Barros, had his turn with the Honda earlier in the Special Stage, Barros was timed at 2:10.828.

"This was my second experience with Special Stage following last year," Barros

said. "Last year our grid position was 10th and we finished second in the race. So I know we don't have to worry about today's position. Also, I know that Tady will qualify better than myself." Then Barros added prophetically: "We will make a good start tomorrow and win the race."

The first American in the Special Stage results was John Kocinski, stopping the clocks at 2:10.032 on his RC45.

The 8 Hours was Kocinski's first race on a four-stroke motorcycle in nearly two years.

"That was an average lap," said Kocinski when asked for a comment. "The thing is, we wasted so much time here with what the standard setting was, we didn't start to change things to what we thought until the last 20 minutes of our free practice. We've really lost out a lot on practice. It would just be a matter of being able to work now a little bit with the setting we have, for I know I could go 2:09s."

Kocinski's teammate in the Special Stage was Freddie Spencer, who had withdrawn from the 8 Hours after breaking a bone in his right hand on Thursday. Spencer's lap of 2:18.394 was slow per team orders, and was done since Honda had brought Spencer to Suzuka to please the fans.

For the race, Kocinski would be teamed with Yuichi Takeda, a factory Honda superbike rider in Japan. But poor Takeda was looking at learning Kocinski's settings in the race, and learning Michelin tires for the first time in the race as well.

Tenth overall went to Colin Edwards II, who guided his Honda RC45 to a time of 2:10.684.

"That was my best lap of the weekend," said the lanky Texan. "It wasn't bad. I was trying to get a decent one, but before I went out I said, 'What we don't need is a 2:10.6, 'cause it wouldn't do anything for us.' A 2:10.6 wouldn't move us up. And I went out and did a 2:10.6. I needed a 2:10.2 or a 2:10.0."

Edward's teammate, Slight, was slightly slower, at 2:10.904.

Edwards claimed that in testing he had the 8 Hours RC45 around Suzuka at 2:09.4, so what was the problem?

"It's really hard when you have two people that really know the motorbike," explained Slight. "We couldn't really get a comfortable compromise or anything. We sort of tuned ourselves to a standstill. I don't know why. At least with the other teams..."

Okada has ridden the bike a lot, so he set it up and Barros rode it. Kocinski set up the bike and Takeda rode it. Like Ito and Ukawa. Ito rides the bike a lot of times, and Ukawa is just on a 250. We both have RC45s, so we both want different things. That was the main problem all weekend. We couldn't get the bike to what we wanted, 'cause we each wanted different things."

elected to take the reserve-rider position. "(Regis) Laconi came over and did the 200K race and that was the plan, he was going to do (the 8 Hours). Then they were undecided between me and Regis for quite a while. As far as I'm concerned, Yamaha can do whatever they'd like. I'm just here to keep them happy before I go off and do whatever I want to do from here. It's my last sort of obligation to them. I don't mind, either way. I'll be honest, I would prefer to be on Dunlops (Haga's bike was contracted to Michelin). I think - I know - from my past thing, I know I'm really fast around here, on every bike I've ridden on Dunlops around here. There wasn't a spot on (the Dunlop Yamaha R-7 bike), so I'm third rider on Michelin, which suits me fine. I was two seconds slower (on a R-7 with Michelin) than I was on the old bike on Dunlops. The thing is, the thing I've always tried to keep quiet about on Michelin vs. Dunlop, is I know that Michelin is good, they're World Champions at what they do, the people and staff in there are great, I get on really good with them, I like them - but I don't get on well with their tires. I'm disappointed that I don't, but I don't. I do my best on Dunlops, definitely, and I look forward to getting back on them so I can do my best. My immediate plans are not to go and jump on any old bike just to do a race. I want to do it properly, and I've got some tests lined up on factory bikes for next year, both World Superbike and Grand Prix. That's what I've planned to do - obviously on Dunlops. I'm not interested in racing superbikes in America at this time, because I really want to stay and do the World Championship. I live in Europe, and I want to stay there and do the World Championship and be based there. It's really what I've been aiming at all along, and I love doing it. But my wife and I have talked about racing in America. How do I put it? When I've had enough of doing what I'm doing - and it's the ultimate, really - is to then go and see the States and enjoy U.S. racing. It's well worth considering, but right now I've got a good four, five years left of racing. I've had a major hiccup in '99, but I believe in 2000 and on, I won't repeat it again. I know why I made the mistake."

Reigning World Endurance champion **Doug Polen** made his first appearance on a race track in 1999 aboard a Kawasaki ZX-9R, teamed with Tadahiko Mori. Polen and Mori were riding for Moto-Liberty boss Sam Yamashita, and their Kawasaki had a Dan Kyle-tuned engine. Their ZX-9R was entered in the X-Formula division, a support class that the Japanese do not allow the factories to compete in directly, and with a bike-claiming rule that prevents exotic race bikes from entering. Polen and Mori scored a DNF when they withdrew after three hours.

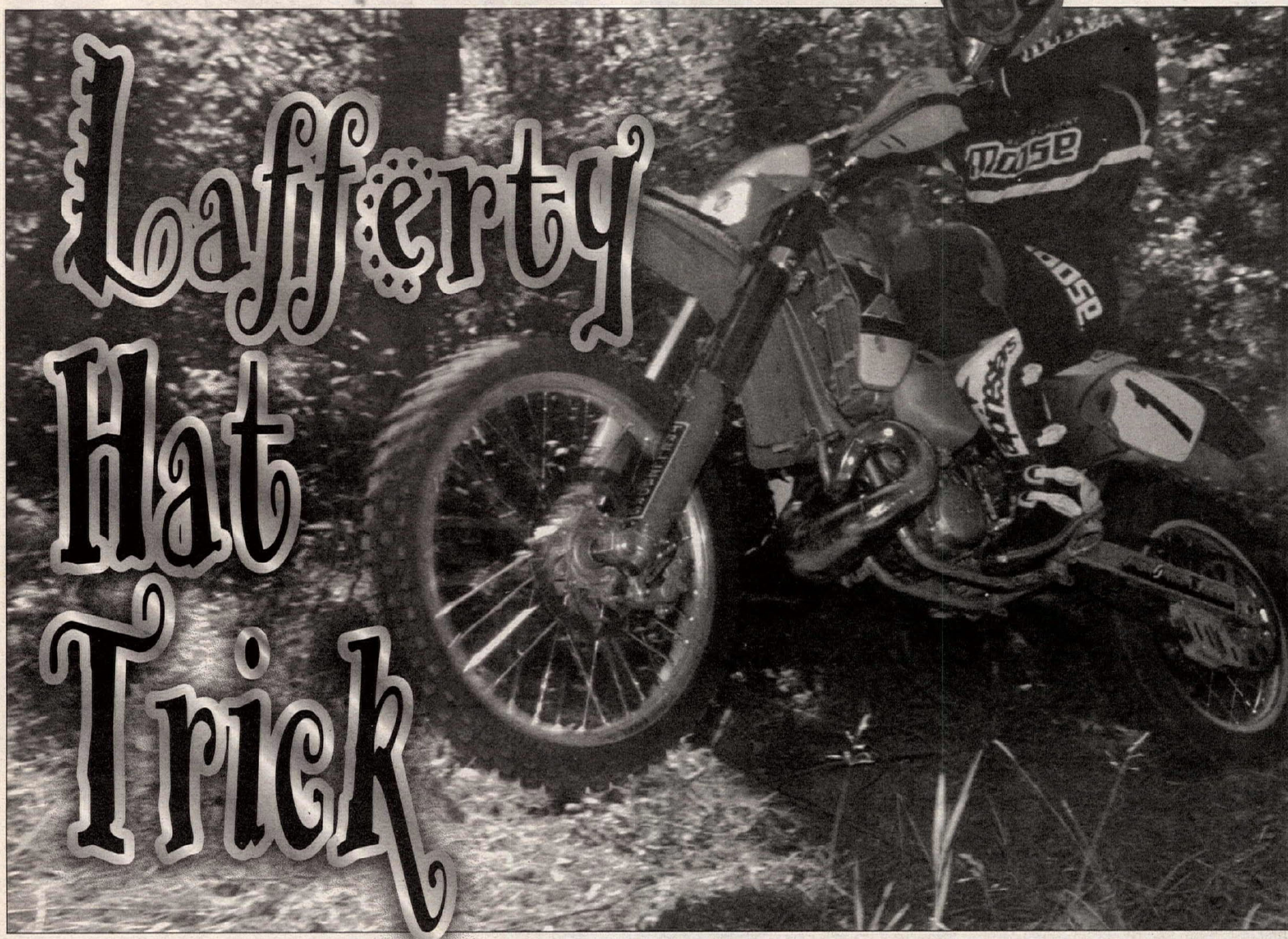
Polen's first Suzuka 8 Hours was in 1987 on the then-powerhouse **Yoshimura Suzuki** squad. Polen had much to say on how the race has changed since then. "Of course, the biggest thing is the amount of fans that are here," he said. "There's no doubt about that. So they (Suzuka Circuit) keep trying to change the whole program, the whole Suzuka scene, to bring the 1987 times back. Then, they had 100,000 people here, and 50,000 more outside the gate trying to get in. They had, what, 40,000 or 60,000 here last year, total? Big difference as far as people are concerned. But the racing and all that is the same. None of that is really any different. It's just unfortunate, though. There's a lot of race fans in Japan - it's really hard for a guy that's seen the whole thing go from complete interest to, gee, it's just another event. One of the reasons I think that some of this is like this is because of the Japanese economy. People are starting to get a little tight with their money. Tickets here aren't cheap.

That's one of the main reasons why I think it's starting to go down. With the racing in America becoming better, more interest by all the manufacturers, people can stay in America and not have to come to this event and still progress in their careers. Not like it was back in '87 - yeah, yeah, yeah, you could do okay in AMA, but until you actually came over here and did it in the 8 Hours, then they'd believe you. Guys like Ben Bostrom are obviously establishing themselves very well (today), without ever being here. For instance, Kurtis Roberts: He's a reserve rider here, but if he had the chance to ride, if he was able to just go out and blister the race track, just smoke around this place, his career would change, there's no doubt. And it would change fast. It's just like any other deal, in Japan or anywhere. Until a person sees for their own self, with their own eyes, what's going on with a rider, and they can stand there and watch them for three or four days, their demeanor and how they work and how they do with their work ethics as far as their practice and qualifying and race and all that... well, until you see that with your own eyes, it's never really cemented in. I think the factories over here are kind of that way, really. Yeah, you can read and get faxes and you can hear from people overseas about this guy and that guy, but it's not the same as standing there and you watching yourself and confirming it in your own mind. So it does have some value to come over here and do this race, for that reason. Also, it's a very competitive field. This is an eight-hour superbike race, an eight-hour superbike race. If you want to get some track time in on a race track that's so technical, if you can master this race track, you can master anything in the world."

The X-Formula support class was won by the **Yoshimura Suzuki Hayabusa** hot rod, which completed the 8 Hours in 16th overall. "We had quite a few problems, actually," laughed Fujio Yoshimura during the team's celebration. "We had an electric problem with the starter. We had to change the whole starter and the handlebar, which has all the electric switches. Then we gave the wrong sign to the rider. The rider came into the pits, but he didn't have any problem, we just gave him the wrong sign. We gave him the 'P' sign, so we made an extra stop. Then the bracket for the silencer broke - twice. So finally we had to change the whole silencer at the very end of the race so it would go the distance. I think if everything went all right, I think it would finish like sixth, something like that. We're going to be finishing top 10 for sure, next year."

Colin Edwards II said that his plans to get married on December 11 are still on track. "Yep, I'm getting married December 11, so all them hot chicks out there better get a hold of me before then! We've been together for eight years. I reckon if I'm not sure now then I've got something wrong with me. It's going to be awesome. We're going to have our dog in it, he's going to be the ring bearer. An English bulldog - Scooter - he's going to have a tux and cummerbund and all that shit, oh yeah. That's just one of the tricks we've got lined up."

For the first time since the 8 Hours began in 1978, no **Australian** riders competed. Another sign of the times: the 8 Hours was broadcasted live on satellite TV in Japan instead of on a major network. And the popular spot for lunch at Suzuka, the on-track McDonalds, is now closed. The popular, low-priced American fast food restaurant was stealing business from the other food-service outlets, and also reduced the track's take on commissions from food sales.



By Steve Berkner

AKELEY, MN, JUNE 25

After finishing no better than second place during the National Enduro Series this year, two-time and defending series champion Mike Lafferty took his first overall victory by winning round 12, the Paul Bunyan National Enduro. After the event, 23-year-old KTM Sportmotorcycles-sponsored Lafferty exclaimed, "Finally!"

Lafferty, who is currently in second place behind Mountclair Yamaha's Ty Davis, who now leads the series with a score of 296 points to Lafferty's 217, said, "It's been a long year so far. Even though Ty's basically won the overall Championship, I still want to win just to say thanks to my sponsors and especially Alan (Randt, Lafferty's mechanic). By winning

(Above) Defending National Enduro champion Mike Lafferty posted his first win of the series in Minnesota, besting the competition by two points in the 96-mile event. Lafferty has won the event the last three years in a row.

(Left) Randy Hawkins barely edged out series regular Matt Stavish for runner-up honors. Both riders carded a 17, but Hawkins came out on top in tie breakers.

here in Minnesota, it's my way of saying, "Thank you for supporting me."

Lafferty carded a score of 15 points for the overall during the 12-check, 96-mile event, while a tie breaker went in Yamaha's Randy Hawkins' favor after Hawkins and Larson Cycle Racing's Matt Stavish both tied with 17s. Davis finished fourth with a score of 19, followed by Washington state's David Lykke, who tallied a 23.

Lafferty has struggled finding the winners circle during the 15-round series this year, where six different riders have now won overalls, including Davis, who has five wins. Absent was Fred Andrews and Shane Watts, who both have at least one win to their name. Paul Edmondson, Doug Blackwell and now Lafferty all have a win apiece.

"It's like we just can't make things happen this year," said Lafferty. "We just haven't been able to make anything go our way. We'll start to put together a good ride and then something goes wrong and we're out of contention. Other years I've got used to not having any major problems to deal with. Up to now, I think bad luck was just getting even."

The win, Lafferty's third consecutive at the Akeley National Enduro since it became part of the National Enduro series in 1997, came in typical Lafferty style. The hard-charging Port Elizabeth, New Jersey, native established an early lead and held on for the overall.

KTM Sportmotorcycles/Trelleborg/Moose Off-road/Enduro Engi-

neering/Arai/Scott Goggles/FMF/Tsubaki/Hammerhead Graphics-backed Lafferty said, "The last two years I've won this event by beating Randy and Matt, both good woods riders. I knew coming here that if I was going to salvage any of the remaining season, I was going to have to ride hard all day. This is always a great event - no tricks, just an in-your-face enduro. They check you in and then check you out. And when you get behind, you just put the hammer down."

The tale of the score cards shows that Lafferty, Hawkins, Stavish and Davis battled it out in three sections named by the hosting club, the Norsemen. Highway 61, the Jungle and AA were sections where competition was at its heaviest.

"Those three sections have become synonymous with the Paul Bunyan National Enduro," said trail boss Roger Grill. "Highway 61, The Jungle and AA are our premier trails for establishing a winner. We basically run all the same trails, we just vary the locations of the proving grounds. This year we've lowered the speed averages on a couple of longer sections to 18 mph (down from 24) to help cut down on DNFs in the B and C classes. We've also moved Highway 61, The Jungle and AA to the front so that by second gas the enduro turns into a timekeeping event instead of a survival run."

"Highway 61 is the real pace setter here," said Hawkins. "It comes at you early in the day, and who wins the enduro is based on how well you do there. It's real short, six miles long, but it's a workout. There's absolutely no way to establish any rhythm when you ride it. It's full of stops and turns, and that makes it tough to get going."

Hawkins' analysis came true when he and Davis both carded a six in the Highway 61 section, while Lafferty and Stavish scored a four and five, respectively.

"I was just really keyed up for the first test," said Lafferty. "They gave us a couple of easy sections and then it was time to go to work."

Stavish, who hails from Northeast Minneapolis, said, "Mike always jumps out of the gate. Originally I heard he had a five in that section, and that would have put us in a tie. But as it turned out he just made it with a four minutes 59-seconds. Randy and Ty both carded a six. Being in the middle of those three riders (with a five) was a great motivator for me going into the Jungle and AA. But lately I've been having trouble with carpal tunnel syndrome



(Left) Minnesota's Matt Stavish always rides well in the tight woods, so it was no surprise that he was in the hunt for the overall throughout the entire event.



(Above) Montclair Yamaha's Ty Davis is ever so close to his second Enduro championship. Davis needs only nine more points, with three rounds remaining. (Left) Rounding out the top five was David Lykke, who moved from seventh to ninth in points after the event.



and my hands start going numb, so four or five times during a test I'd have to slow down a little so I could shake my hands out and get the feeling back."

Each of the four riders - Lafferty, Stavish, Hawkins and Davis - carded an identical two in the Jungle. Hawkins, a six-time national enduro champion,

explained, "That section has some real rhythm to it. Even though it's twice as long as Highway 61, it flowed."

Davis, a native of California and the 1995 National Enduro Champion said, "This tight woods riding is always hard for me to adapt to. It always takes me a few sections to figure it out. Some of the trails are so thick with undergrowth and trees that it was like riding in a maze. There's a lot of stuff you don't see and just feel, and those kind of ankle biters make you have to ride on your toes. The Jungle was going real good for me until I came upon a downed rider, and I couldn't get around him. I missed the check by 11 seconds, and that would have put me within one of Mike."

The third and final section to take points from all of the riders was the 13-mile AA section. This was the last chance for Stavish, Hawkins and Davis to make up ground on Lafferty.

Both Lafferty and Hawkins set the pace with a nine. Hawkins' score moved him into a tie with Stavish, who scored a 10.

Davis, who also carded a 10, said, "The heat really started to take its toll on me in there. This is the first time I've ridden in Minnesota since (racing motocross in) Millville, and I forgot how humid it can get."

Davis dropped another route point on the last check when he just missed the final check by seconds.

"That last section was tough," said Davis. "It came right after an 18-mile-an-hour section and with the heat and humidity I just couldn't get motivated. It didn't effect my final standings but it was tough to just keep moving."

"I guess the heat was another factor for most of the riders," said Stavish. "I didn't notice it much because I was constantly icing down my wrists (at the resets) to help keep the swelling down."

Lafferty also commented on the heat.

"With the 18-mile-an-hour sections being added this year I thought this enduro was going to be less demanding, but with the heat it turned into a tough event. "You had to constantly replace liquids every chance you got."

Lafferty added, "Once again they put on a great enduro. It's such a cool place to ride. It always turns into a real first-class enduro."

The enduro was held primarily in the Paul Bunyan State Forest under a special-use permit issued by the Minnesota Department of Natural Resources. The trails used were part of a newly formed off-highway vehicle, motorcycle and ATV trail system.

Paul Bunyan National Enduro Akeley, Minnesota

Results: July 25, 1999 (Round 12 of 15)

O/A: 1. Mike Lafferty (KTM); 2. Randy Hawkins (Yam); 3. Matt Stavish (Hon); 4. Ty Davis (Yam); 5. David Lykke (Yam); 6. Craig Holasek (KTM); 7. Todd Mathwig (KTM); 8. Ron Scharphorn (KTM); 9. Nolan Knight (G-G); 10. Larry Bergquist (Yam); 11. Kyle Nelson; 12. Jerry Morgan; 13. Charles Forest; 14. Scott Hoffman; 15. Brett Hardy; 16. Scott Bright; 17. Dwight Rudder (Hon); 18. Robert Swift; 19. Jesse Blomberg; 20. Tom Farris.
AMA/ACERBIS NATIONAL ENDURO SERIES
POINT STANDINGS (After round 12 of 15): 1. Ty Davis (296/4 wins); 2. Michael Lafferty (217/1); 3. Randy Hawkins (183); 4. Destry Abbott (171); 5. Brian Garrahan (126); 6. Fred Andrews (106); 7. David Lykke (103); 8. Matt Stavish (96); 9. Russell Pearson (94); 10. Doug Blackwell (91).

Upcoming Rounds:
Indian River, Michigan - August 22
New Waverly, Texas - September 26

Briefly...

Ty Davis almost had no bike to ride at the Minnesota National Enduro. "I sent the bike out to the Loretta Lynn Qualifier/Enduro in June and hadn't seen it again until about two hours before the start," said Davis. "I had the suspension and the motor shipped back to me in California, where I rebuilt them and shipped the parts back to a shop in Illinois. Somehow the bike didn't get to where it needed to be (to get back to Minnesota), and another rider brought it up. To make a long story short, the first time I actually got to ride the bike was at the start. At the first reset, we worked on dialing in the jetting and adjusting the suspension setup."

Even though the National Enduro series allows no throwaways this year for determining the overall champion, **Ty Davis** only needs to score nine points, or a 12th-place finish, to clinch the 1999 National Enduro Series. With three races to go, Davis said, "My intentions

are to get the job done in Michigan (August 22nd) and then concentrate on the Portuguese Six Days and the Hare and Hound Series for the remainder of the year." Presently, in the National Hare and Hound Series, Davis is tied for second with Destry Abbott. Brian Brown leads the series, with two races remaining.

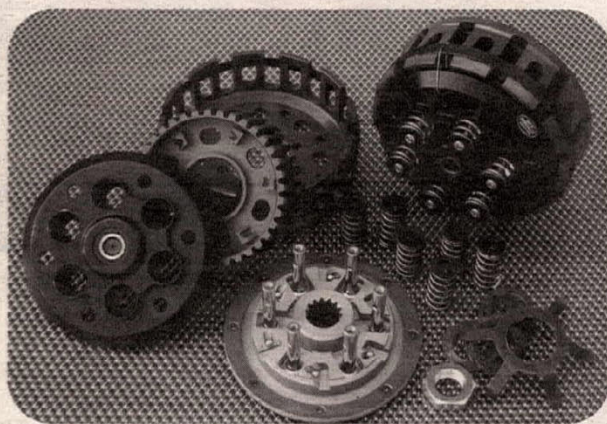
Randy Hawkins was very pleased with his second-overall finish aboard his Yamaha YZ400. "We're still riding to win but we're learning more and more on what these four-strokes can and can't do. Since we're the first to seriously try and contest the National Enduro Series on a YZ400, we've got no one to go to for answers. Heck, we can think up a lot of questions, but we have to figure out the answers for ourselves." Coincidentally, Hawkins has gone back to running inner tubes and actually has gone to running a smaller tire normally found on 125cc dirt bikes. "Good, clean contact with the ground is very important with these bikes," added Hawkins. "Foam inserts and bigger tires just take away some of that feel. With the smaller tire, we actually get better traction because we're able to get down to solid ground quicker."



Not Wounded at Little Knee

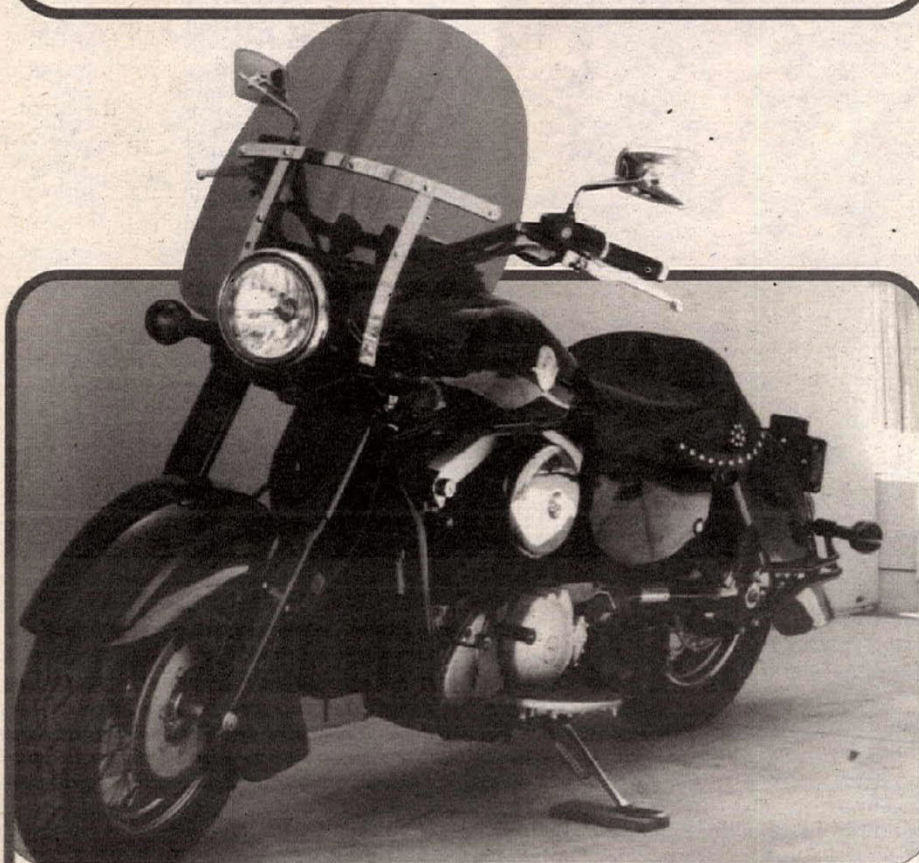
From the makers of the C.Ti.2 knee brace comes the C180 Rocket knee brace, designed specifically for mini riders. Constructed with the latest ultra-light thermo-sensitive carbon composites, the Rocket provides protection without hindering performance. The Rocket has inherited many of the key features of the C.Ti.2, including custom fit, comfortable, cushioned condylar pads, easy-threaded buckles and a simple four-strap design. Possibly the most attractive feature of the Rocket is that it comes with a factory adjustment option. If your kid grows out of the brace, just send it back for growth adjustments. The customization option helps ensure a precision fit and lets you keep the braces longer. The Rocket is available in two sizes, small and large. For more details contact Innovation Sports, Dept. CN, 19762 Pauling, Foothill Ranch, CA 92610; 800/222-4284; www.isports.com.

Don't get caught slippin'



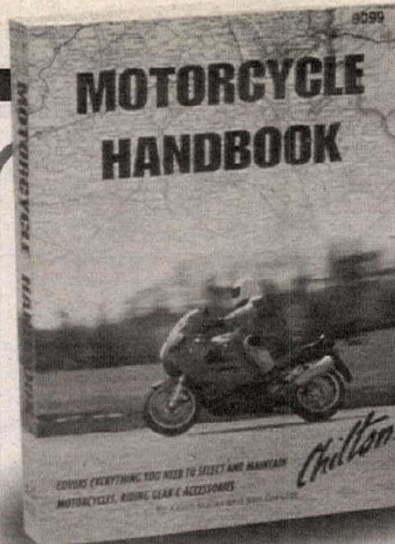
Fast By Ferracci has developed an extremely light, high performance clutch assembly for Ducati motorcycles. The **Racing Slipper Clutch** improves rpms during acceleration and features an advanced design which uses ball bearings to reduce braking and rear wheel chatter in extreme riding conditions.

The hub and basket assembly is made of billet aluminum. The Slipper Clutch fits 996, 916, 748, 888, 900SS, M900 model Ducatis and retails for \$1900. To purchase one call Fast by Ferracci, Dept. CN, 1901 Davisville Rd. Willow Grove, PA 19090. 215/657-1276; www.ferracci.com.



Drifter

The drifters that ride Drifters can stay clean and protected with the use of the new **Rifle Classic Windshield** made specially for the popular Kawasaki cruiser. Unlike other windshields, the classic American-styled unit is a one-piece shield that consists of ICI Lucite, which provides excellent clarity, scratch and chemical resistance. The windshield is available in three sizes, 18, 20 and 22 inches and mounts above the headlight. Mounting brackets are made of stainless steel and are available in OEM black or a hand polished chrome finish. The Classic windshield can also be detached in seconds by removing four screws. The windshield and bracket kit retails for \$239 for clear and \$249 for tinted. Contact Rifle, 800/262-1237, Dept. CN, 3140 El Camino Real, Atascadero, CA 93422; www.rifle.com.

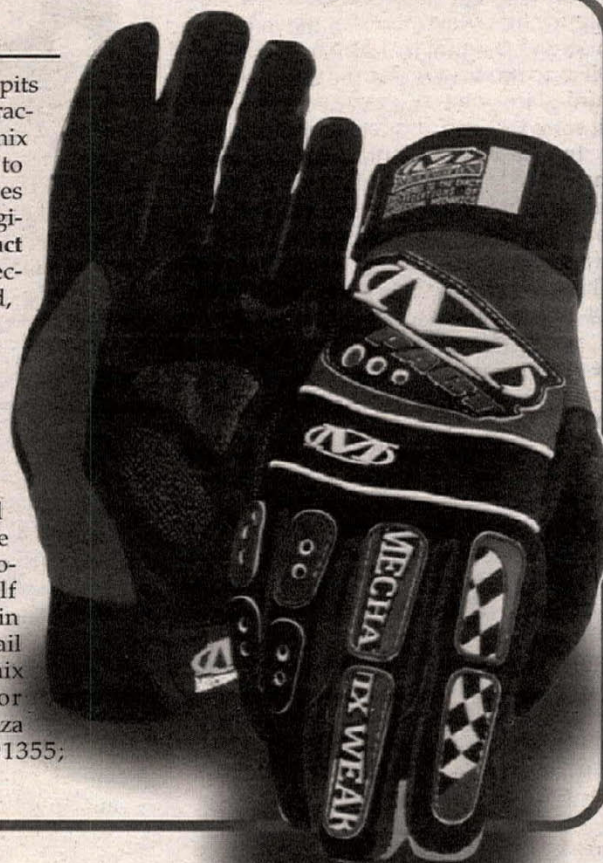


Manual Labor

Chilton, the leading source of information for Automotive and Marine repair and maintenance has released their new Motorcycle and ATV Handbooks. The manuals provide a blend of do-it-yourself maintenance information for selecting, maintaining and enjoying virtually all models of motorcycles and all-terrain vehicles on and off the road today. Both manuals cover service, theory and basic maintenance, including safety tips and troubleshooting. For more information about Chilton and their repair manuals, call 800/695-1214, or contact Dept. CN, NP/Chilton, 1020 Andrew Drive, Suite 200, West Chester, PA 19380-4291; www.chiltonsonline.com.

Off idle hands

Sometimes the action in the pits can be just as dangerous as racing itself. That's why Mechanix Wear developed a new glove to add to their lineup that gives more protection than the original gloves. The **Kevlar M-Pact II Gloves** have added protection on both sides of the hand, via Kevlar palm pads, and Thermal plastic and Neoprene for the backhand. Generous use of highly abrasion-resistant fabric materials, such as Kevlar, Clarino synthetic leather, stretch Condura, and molded vinyl panels make the M-Pact II the ultimate for professional and do-it-yourself mechanics. The gloves come in sizes 8-12 and suggested retail price is \$39.95. Call Mechanix Wear at 661/295-6438, or write to Dept. CN, 24950 Anza Drive, Valencia, CA 91355; www.mechanix.com.



Spring cleaning

The Suzuki SV650 has received rave reviews about all of its parts except for its soft shock. With that in mind, Progressive Suspension set out to make a stiffer, more plush unit, and they did just that with the introduction of the **420 Series Single Shock**. For \$418, SV650 owners will get an adjustable rebound-damping shock manufactured from aircraft-quality aluminum. Multistage velocity-sensitive compression damping adjusts automatically to road conditions. A unique internal bladder separates the nitrogen from the oil and eliminates the need for a remote reservoir. To get a smooth ride on your SV, call Progressive Suspension, 760/948-4012, or write to Dept. CN, 11129 G. Ave., Hesperia, CA, 92345; www.progressivesuspension.com.



By M. Sober
Photo by Gen Moore

AUBURN, CA, JULY 23

Once a truce was finally called in the ninth annual North vs. South Speedway Spectacular, the Northern team had once again displayed its dominance in America's finest Speedway team racing event with a resounding score of 82-53. On an unseasonably chilly Auburn evening at the Fast Fridays Gold Country Fairgrounds oval, the Northern team either tied or won 15 of the first 16 four-man heat races, building up a 60-36 score going into the two main events. Northerners Mike Faria, Billy Janniro and Bart Bast had worked through their four heat rides without dropping a single point. With 12 points apiece, Faria, Bast and Janniro matched the South's 36 points after the 16 heats. Charlie "The Edge" Venegas led the South with eight total points, while Bobby "Boogaloo" Schwartz and Dukie Ermolenko chimed in with seven points apiece.

In round one, Bast opened up the scoring in the meeting's opening ride with a good start and an even better second-lap move to work inside Venegas and capture the first three points. Venegas stayed in second, gaining two points, and Randy DiFrancesco held off Ian Ferris to take the third-place point. After one ride, the overall score was tied at three apiece.

In heat two, Schwartz jumped out to the early lead, only to fall prey to the inside dash of Bobby Hedden in the fourth turn on lap one. Schwartz held off Tommy Hedden for second, but Chris Manchester fell, giving the North a 4-2 heat win.

Scotty Brant took the early lead in heat three but couldn't hold the front-running position when Billy Janniro moved underneath him in turn three of the initial lap. Brant fought his way to second but Andy Northrup couldn't keep pace off the pole, and gave third place away to Jimmy Sisemore. The North had another 4-2 victory.

In the final heat of the first round, Faria and 15-year-old veteran Ryan Fisher dominated the race from start to finish. Faria took the win, with Fisher close behind, as Gary Hicks and Ermolenko floundered in third and fourth. The North picked up the pace and had doubled the South's score after one round for a 16-8 lead.

In round two, The South got a bit of a break in the first heat when pole sitter Ryan Fisher looped his Jawa at the start and was disqualified. Oddly, reserve rider Chad Felicio was not allowed to replace him, and the race was restarted with one Northern rider and two from the South. Undaunted, Faria matched the three-point score of Venegas and DiFrancesco, thus keeping the South from gaining any ground on the overall score, which now stood at 19-11.

Manchester was the first away in the next heat, but he couldn't make it cleanly through the first turn, which allowed Sisemore to take the lead. Janniro duplicated his first-round heroics, going down on the inside line to take over the lead. Sisemore followed, and the North had their second 5-1 point sweep.

The third heat of the round saw the first bit of controversy, when Northrup got together with Tommy Hedden and went down on the back straight. A full rerun was called with no rider exclusions, which appeared to upset Northrup. When the heat resumed, Bobby Hedden took the front, followed by Brant and Northrup. Tommy Hedden rode in last, and the South had another tie at 3-3.



Bast closed out the round in grand style. Ermolenko ran second but could barely hold off Ferris to salvage the second-place points. At the conclusion of two rounds, the North was ahead, 31-17.

Venegas opened the third round with the South's first win of the meeting when he outgated Bobby Hedden. However, Tommy Hedden outdueled DiFrancesco and the heat was a wash at three points apiece.

Schwartz tried to follow suit in the next ride, getting a good start from the pole, only to see Bast pull off one of his nifty inside passes on the second lap to take the win. Ferris held on to third, ahead of Manchester, and the North added another two points to their lead.

Faria was looking to keep his perfect score alive, but found he had his hands full trying to hold off Brant throughout the third heat. Brant was driving it into the corners faster than Faria, but he couldn't get around and ended up taking himself out rather than dusting the leader. Faria had the lead, Northrup put in a strong ride for second, and third went to Fisher.

In the final heat of round three, Ermolenko grabbed the early lead but could only watch as Janniro once again brought the crowd to its feet with a stunning inside move to take over the front-running position as the quartet made its way through the first lap. Ermolenko maintained second, ahead of Sisemore, and Southern reserve rider Rick Shafer (replacing Hicks) fell. After three rounds, the North's lead stood at 46-26.

The South's final chances to recover were dealt a serious blow when Janniro opened the final round with another of his crowd-pleasing inside-line moves. The quick study took the three-point win, ahead of Venegas, who had the initial lead but eventually fell to third when Sisemore followed through to the front.

For the third time in four heat races, Schwartz led the pack into the first turn, but this time it was his longtime nemesis Faria who passed the Speedway veteran on the outside, on his way to his fourth consecutive win. Schwartz held on to the two second-place points.

In heat three of the fourth round, Brant got out in front with a good start, only to have his bike give up 20 yards shy of the checkered flag, giving Bast a chance to complete his perfect night. Northrup was again second, and Ferris finished third for the third consecutive heat.

In the final regular heat of the meeting, the Southern team finally showed some of their usual brilliance when Ermolenko and Hicks took the two top spots, ahead of Bobby and Tommy Hedden. But it was too little, too late. The North's lead had grown to an unruly 60-36.

In the "B" Main, a determined-looking Schwartz shot to the front off the pole, only to have Janniro sneak inside him and take over the lead midway through the second lap. However, Schwartz worked his way back up next to the kid in lap three. Janniro continued to stay in front as Bobby Hedden worked the outside and found himself contending with Schwartz as the white flag waved. The tight three-man group made its way to the last turn, where Schwartz thought he had the momentum to overtake Janniro. But the kid from Benicia threw a wrench into Schwartz's plan by slowing down, cutting off his impetus, which allowed Bobby Hedden to slip around the outside and take second. Janniro sustained enough momentum to hold on to the win, as teammate Bobby Hedden finished second, completing another Northern sweep.

With the team win a foregone conclusion, the only remaining question would be which rider would win the A Main event. On the pole for the South was Venegas, with teammate Hicks in lane three riding Chris Manchester's GM. Bast and Faria would represent the North from lanes two and four. Venegas got off the line first and took the early lead. Faria was next off, but he couldn't make up any ground on the fleeing "Edge." On the other hand, Bast didn't get a great gate but moved right up behind Venegas, using the extreme inside line that he and Janniro had utilized so well all night. After three laps, flagman Mark Joiner inadvertently pro-

duced the checkered banner instead of the white flag, causing a ripple in the Force.

Charlie "The Edge" Venegas (1) leads teammate Randy DiFrancesco in the opening heat race of the North vs. South Speedway Spectacular in Auburn, California. Bart Bast (not shown) won the heat, Venegas went on to win the battle in the main event, and the North won the war.

"I was a bit surprised by the checkered flag," said Venegas after the event. "I don't count laps, but it seemed a bit early for the checkers. I kept on the gas but went a little wide in turn two, looking at the crowd, then I heard Bart and got back on the throttle, but it was too late. He got me at the line."

Bast had his own opinion of the early flag. "I knew it couldn't be over - it wasn't enough laps, and Charlie kept racing," Bast said. "I think I won it at the line."

Once Joiner saw that he had the wrong flag, he quickly tried to hide it, but it was too late. All the riders except Faria saw it.

"I was outside, chasing the dirt line, and didn't see it at all," Faria said. "It had no effect on me. If they waved the checkers at Charlie, then he should get the win; if not, then Bart won it."

There was a halfhearted attempt to rerun the main, but in the end the results were reverted to the checkered-flag lap, and Venegas had the win. Venegas' win was only the third time all night that a Southern rider crossed the line at the front of the pack. Despite the sketchy main-event finish, the Northern team had its fourth Civil War win in a row, and bragging rights for another year.

**Gold Country Fairgrounds
Auburn, California
Results: July 23, 1999**

MAIN: 1. Charlie Venegas (Jaw).
O/A: North (82): Bart Bast (Jaw) 20; Billy Janniro (Jaw) 18; Mike Faria (GM) 16; Bobby Hedden (Jaw) 13; Jimmy Sisemore (GM) 6; Ryan Fisher (Jaw) 4; Ian Ferris (Jaw) 3; Tommy Hedden (Jaw) 2. South (53): Charlie Venegas (Jaw) 20; Bobby Schwartz (GM) 9; Dukie Ermolenko (GM) 8; Gary Hicks (Jaw) 5; Andy Northrup (Jaw) 5; Scott Brant (Jaw) 4; Randy DiFrancesco (Jaw) 2; Chris Manchester (GM) 0.



Humphrey bogarts the wins

(Left) Colt Humphrey (23) hogged all the glory at the Independence Day Rally at Lake Whitney Motocross Park in Texas, cannoning to wins in the 80cc (14-16), 80cc Open and Supermini classes.

(Below) In the 125cc Pro class, Travis Elliott (27), Cole Brown (568) and Mark Thompson (41) went one-two-three at the Fourth of July extravaganza.

By Kat Spann and The Beckster

WHITNEY, TX, JULY 4-5

A new "mountain," accommodating weather and almost 600 entrants made up the menu for the third annual Independence Day Rally at Lake Whitney Motocross Park, with Oklahoma's Colt Humphrey once again at the helm of the minibike ranks, taking three out of four overall wins over the weekend.

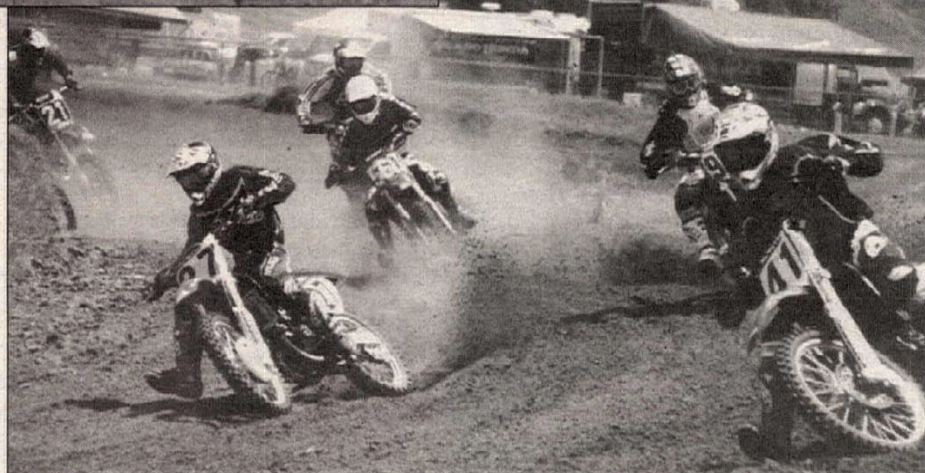
The course was altered at the top of the mountain with a winding S turn leading to a right-to-left bowl sweeper before making another right turn back onto the course halfway down the slope.

Humphrey set off fireworks on Saturday when the first moto of the day lined the gate for the 80cc Open. What Humphrey wasn't counting on was Brandon Fulton setting off his own fireworks on board his bright-and-shiny-new CR, grabbing the holeshot and the first-moto win. Humphrey only netted a fifth in moto one, as Jonathan Kerr rallied his way to second behind Fulton.

Moto two, however, had Humphrey more than ready and willing to take the challenge, which he did - by taking the win. Unfortunately, his first-moto finish would only yield a second-overall spot behind Kerr's 2-3 for the class overall.

Humphrey returned later in the day to contest the 80cc (14-16) category, and he took on the competition with zeal. His first moto was less than perfect, as Waylon McCulloch powered his way in front of him, both riders thirsty for the win and displaying their minibike skills in every corner and over every jump. Each time Humphrey tried to find a different line to get past McCulloch, McCulloch shut the door on him. At the end, it was McCulloch who got to the checkered flag first, but both gave each other a big thumbs-up for a great race and workout.

Moto two started out the same as the first, with the need for speed apparent to both McCulloch and Humphrey. Humphrey was a tad faster off the gate, grabbing the holeshot as McCulloch gated third. By lap three, McCulloch had slipped into second, and he began to



hunt the leader down to within a knobby. As they entered the whoops bar to bar, McCulloch miscued and went over the bars while Humphrey went on to take both the moto and the overall win.

Sunday saw Colt Humphrey return to the Lake Whitney course with determination and fortitude, taking all four moto wins in the 80cc Open and Supermini classes. Attempting to put out Humphrey's sparks were Jonathan Kerr, Brandon Fulton and Waylon McCulloch.

Kerr absconded with the holeshot in the first Supermini moto, with McCulloch in the co-pilot seat, chased by Tiffer Wright and then Humphrey. McCulloch closed in on Kerr in the creek area of the course on lap three, taking over the lead, but Humphrey was on a mission, moving up through the pack like a Roman candle spewing fire. Fulton gated sixth off the start, attached himself to Humphrey and followed him into lap four in second, and would keep the position the remainder of the race.

Humphrey returned in moto two to take the holeshot and never look back, leading wire to wire. McCulloch gated second off the start, followed by Fulton. Kerr used lap two to pass Fulton on top of the mountain and he held his position to finish third, but Fulton was still able to wrestle a third overall by way of his 2-4 performance.

Travis Elliott dominated the Pro classes, winning both the 125cc and 250cc categories by way of a stunning

four-moto sweep. It was the younger Pro league that led off the start of the first 125cc moto, with Mark Thompson out front and Elliott in second. Elliott got around Thompson on the first lap, but Thompson stayed with Elliott throughout the moto to the checkered flag.

The second moto saw Elliott lead the way from start to finish, but this time young Cole Brown protected his second-place position from Thompson, who stayed up close and personal until the final lap, when Thompson attempted to pass in the tower sweeper with a wide-open throttle and ran off the track. This gave Brown some breathing room, as Thompson corrected his error and got back on the track to finish third. Rounding out the top five were Shay Manney with a 4-4 and Chris Torrance with a 5-6.

Ronny Jackson continued his winning streak in north Texas at the Lake Whitney event by racing at the controls of the 60cc (10-11) and 60cc Open classes, going four for four in moto wins. Jackson's holeshot in the first moto of the 60cc (10-11) category put him out front from start to finish. Jay Shandy raced in second place, while Dustin Shows held down the number-three spot. Bradley Graham, who had made the trek from New Mexico for the weekend, held down fourth, while Danny Atencio took fifth.

Moto two started the same as the first for Jackson, as he led off the gate and stayed out front. Shows, however, used

a little KTM power to race in second until motor gremlins attacked and both Graham and Shandy got by him.

Graham and Shandy battled again in the 60cc Open contest, behind Jackson, with Graham taking second in moto one and Shandy doing so in moto two. Trey Canard rallied to fourth place in moto two to snap up fourth overall by way of his 7-4 performance, capping off his weekend of racing with a big smile.

Another little guy with a perfect performance for the weekend was Chaz Holladay, out of Weatherford. Chaz knocked off a four-moto sweep in the 50cc (7-8) and 50cc Open classes. Chasing Holladay in all four motos of the two classes was Brandon Willis. **CN**

Lake Whitney Motocross Park
Whitney, Texas
Results: July 4-5, 1999

50 (4-6): 1. Zeb Smith (Cob); 2. Tyler Cummings (Cob); 3. Matthew Yost (Cob); 4. Brandi Schmidt (Cob); 5. Wil Steward (Cob).

50 (7-8): 1. Chaz Holladay (Cob); 2. Brandon Willis (Cob); 3. Trey Canard (Cob); 4. Jamison Miller (Cob); 5. Derek Barath (Cob).

50 (4-9) OPEN: 1. Chaz Holladay (Cob); 2. Brandon Willis (Cob); 3. Trey Canard (Cob); 4. Jamison Miller (Cob); 5. Rodolfo Fernandez (Cob).

60 (7-9): 1. Kyle Cunningham (Kaw); 2. Trey Canard (Kaw); 3. Chaz Holladay (Kaw); 4. Brandon Willis (Kaw); 5. Sean Baird (Kaw).

60 (10-11): 1. Ronny Jackson (Kaw); 2. Jay Shandy (Kaw); 3. Bradley Graham (Kaw); 4. Dustin Shows (KTM); 5. Danny Atencio (Kaw).

60 (7-11) OPEN: 1. Ronny Jackson (Kaw); 2. Jay Shandy (Kaw); 3. Bradley Graham (Kaw); 4. Trey Canard (Kaw); 5. Sean Baird (Kaw).

80 BEG: 1. Casey Cooper (Kaw); 2. Garrett Dean (Kaw); 3. Justin Little (Yam); 4. Brandon Ball (Kaw); 5. Michael Kasberg (Yam).

80 (7-11): 1. Scotty Wennerstrom (Suz); 2. Vince Monteleone (Kaw); 3. Marshall Smith (Kaw); 4. Ronny Jackson (Kaw); 5. Lance Hollister (Kaw).

80 (12-13): 1. Nathan Davenport (Kaw); 2. Bryan Zachary (Kaw); 3. Jonathan Kerr (Kaw); 4. Cody Drewek (Yam); 5. Brad Wolfe (Kaw).

80 (14-16): 1. Colt Humphrey (Hon); 2. Waylon McCulloch (Yam); 3. Steven Bennett (Kaw); 4. Tiffer Wright (Kaw); 5. Ryan Haring (Hon).

80 (7-16) OPEN (Saturday): 1. Jonathan Kerr (Kaw); 2. Colt Humphrey (Hon); 3. Brandon Fulton (Hon); 4. Bryan Zachary (Kaw); 5. Waylon McCulloch (Yam).

80 (7-16) OPEN (Sunday): 1. Colt Humphrey (Hon); 2. Nathan Davenport (Kaw); 3. Brandon Fulton (Hon); 4. Steven Bennett (Kaw); 5. Lance Hollister (Kaw).

80-112 (7-16) S/MINI: 1. Colt Humphrey (Hon); 2. Waylon McCulloch (Yam); 3. Brandon Fulton (Hon); 4. Jonathan Kerr (Kaw); 5. Nathaniel Benoit (Yam).

100-125 (12-16) SCHBY: 1. Chase Romero (Yam); 2. J.J. Pecsok (Yam); 3. Joe Bailey (Kaw); 4. Tyler Shandy (Yam); 5. Geoff Mayfield (Yam).

125 BEG: 1. Josh Honea (Yam); 2. Andrew Frawley (Yam); 3. Matt Hughes (Yam); 4. Jason Jameson (Yam); 5. Kyle Phenix (Kaw).

125 NOV: 1. Jeremy Durrett (Kaw); 2. Danny Waldrop (Yam); 3. Billy Gartman (Yam); 4. Cody Rheinlander (Yam); 5. Geoff Mayfield (Yam).

125 INT: 1. Chase Reed (Yam); 2. Derek Gerdes (Hon); 3. Beau Boynton (Yam); 4. Shane Doughty (Kaw); 5. J.J. Pecsok (Yam).

125 OPEN AM: 1. Derek Gerdes (Hon); 2. Chase Reed (Yam); 3. Justin Smith (Kaw); 4. Cody Rheinlander (Yam); 5. Chase Romero (Yam).

125 PRO: 1. Travis Elliott (Hon); 2. Cole Brown (Yam); 3. Mark Thompson (Yam); 4. Shay Manney (Yam); 5. Chris Torrance (Yam).

250 BEG: 1. Bryan Blanchard (Kaw); 2. David McFarland (Kaw); 3. Justin Wilder (Suz); 4. Andy Burger (Kaw); 5. Brandon Smith (KTM).

250 NOV: 1. Kevin Lovell (Yam); 2. Jason Lovell (Yam); 3. Les Craig (Yam); 4. Ryan Williams (Hon); 5. Aaron Mitchell (Yam).

250 INT: 1. Derek Gerdes (Hon); 2. Dustin Cantrell (Hon); 3. Chris Husack (Hon); 4. Ryan St. Cyr (Yam); 5. Shawn Smith (Hon).

250 OPEN AM: 1. Chase Reed (Yam); 2. Derek Gerdes (Hon); 3. Dustin Cantrell (Hon); 4. McFly Scheel (Suz); 5. Ryan St. Cyr (Yam).

250 PRO: 1. Travis Elliott (Hon); 2. Mark Thompson (Yam); 3. Shay Manney (Yam); 4. Chris Torrance (Yam); 5. Dennis Bonner (Kaw).

300-500 OPEN AM: 1. Ryan Shernaman (Yam); 2. Joe Carter (Hon); 3. Tyler Simpson (Yam); 4. Randy Johnson; 5. Josh Gates (Yam).

25+ NOV: 1. Donnie Holcomb (Kaw); 2. Jeremy Devers (Yam); 3. Brian Autrey (Yam); 4. Josh Gates (Yam); 5. Ryan Garnett (Yam).

25+ INT: 1. Adam Cox (Kaw); 2. Orion Turbyfill (Hon); 3. Gary Gorham (Yam); 4. Denny Garley (Hon); 5. Brian Bibby (Yam).

25+ MNY: 1. Dennis Bonner (Kaw); 2. Sprint Haynes (Yam); 3. Jimbo Morton (Yam); 4. David Casada (Suz).

30+ NOV: 1. Donnie Holcomb (Kaw); 2. Craig Wallace (Yam); 3. Rich Lizarraga (Yam); 4. Steve Atencio (Kaw); 5. Peyton Treadwell (Hon).

30+ INT: 1. Adam Cox (Kaw); 2. Lee Upton (Kaw); 3. Mike Armstrong (Hon); 4. Jake Offerle (Yam); 5. Kelly Fleetwood (Kaw).

30+ MNY: 1. Donnie Roland (Yam).

35+: 1. Billy Smith (Hon); 2. Adam Cox (Kaw); 3. Darwin Huckabee (Hon); 4. Steve McCombs (Yam); 5. Kelly Fleetwood (Kaw).

40+ A: 1. Billy Smith (Hon); 2. Darwin Huckabee (Hon); 3. Steve McCombs (Yam); 4. Ed Hays (Kaw); 5. Mark Maness (Hon).

40+ B: 1. Robert Porter (Yam); 2. Joe Busby (Hon); 3. Mike Partain (Yam); 4. Peyton Treadwell (Hon); 5. Thomas Potts (Hon).

LDS OPEN: 1. Jacki Hudson (Kaw); 2. Snookie Tinnerman (Kaw).

Szoke back on top

By John Hopkins
Photos by Colin Fraser

MOSPORT, CANADA, JULY 25

Jordan Szoke is back. The defending Toyota Canada Superbike Champion got his 1999 title bid back on track with a perfect weekend at the fourth round of the seven-race series at Mosport International Raceway.

The 20-year-old took his Erion-built Honda CBR900RR to victory in both the qualifying heat and feature race, giving him the maximum 60 points toward the championship. He beat series points leader Francis Martin by just 0.19 seconds in the final, recording Honda's first victory in the national Superbike series since 1994 and ending a 12-race Kawasaki winning streak dating back to July of 1997.

"It's been a tough year, so I'm happy I finally brought this thing to the top of the podium," said Szoke, whose best previous finish this season was a fourth in round two at Race City Speedway.

The result moved Szoke from eighth to fourth in the standings, but Martin padded his lead in the championship with his second-place finish. Martin hounded Szoke mercilessly throughout the 15-lap race on his Kawasaki ZX-7RR and briefly took the lead at the end of lap eight when Szoke missed a shift coming onto the front straight.

Michael Taylor, second in points, was third after a spectacular climb from the back of the grid on his Kawasaki ZX-9R. The Toronto rider dropped out of the qualifying heat with a kinked fuel line and was forced to start from the last row of the 22-bike field. But he was up to sixth by the third turn of the opening lap and was into third by lap three. He was unable to make up the five-second gap to the two leaders, however, and settled for the final step of the podium.

Szoke and Martin quickly broke away on their own in the Superbike feature, and the pair set a scintillating pace. Both broke Taylor's lap record of 1:24.98 on the fifth tour, with Martin turning a 1:24.50 and Szoke managing a 1:24.89. After five laps they had already built up a four-second advantage over Taylor.

"I was trying to keep a really strong pace from the start and try to lose him (Martin)," Szoke said. "But I went wide on a couple of turns and he was back on my tail."

Martin almost got ahead in the early laps when Szoke hit a false neutral entering the turn-five hairpin, but he was unable to capitalize. Szoke then missed a shift exiting the last turn to complete lap eight, and the Kawasaki got inside the Honda as they headed into turn one to start lap nine. But Szoke used his slight horsepower advantage to power ahead on the back straight before the lap was over.

"The tranny is really tight on the Honda," said Szoke of his miscues. "You have to be very precise on the gears."

Martin chose to wait until the final lap to make a serious assault, but he was unable to find a way around the defending champion.

"I was focused on the last lap," Martin explained. "I wanted to stay behind him the whole race and try a last-lap pass. But I think he pushed a little bit more that last lap."

Benoit Pilon grabbed third off the start on his Yamaha YZF-R1. But he was again battling front-suspension problems, and within two laps he was passed by the flying Taylor and Jeff Williams' Kawasaki ZX-7RR.

Taylor pulled clear of Williams but couldn't quite match the lap record-setting pace of the two leaders. He was nursing a leg injury sustained in the AMA Formula Xtreme round in Mid-Ohio a week earlier, and that was affecting his cornering.

As the race wound down, his pace improved, however, and he knocked a couple of seconds off his deficit. But by then it was too late to do anything.



"I picked up the pace the last five or six laps," he said, "maybe by about half a second a lap. I started getting really comfortable on the bike and I was able to bend my leg more."

Williams wound up in a battle with Frank Trombino, on another ZX-7RR. Trombino, still nursing a broken scaphoid injured at the season opener, got ahead on lap 10, but Williams sneaked back ahead with an outside pass at the end of the backstraight on the final lap.

Pilon settled for sixth, while Neil Jenkins took seventh on his fuel-injected Suzuki GSX-R750. Like Taylor, Jenkins was forced to start from the back of the grid after dropping a valve in the heat race.

California resident and AMA 250cc Grand Prix regular Ed Sorbo completed the top 10 on the injured Martin Gaudreault's Honda CBR900RR.

Pilon took over the International Motorcycle Supershow Open Sport Bike points lead with his second victory of the season, at Mosport. The Quebec rider took the lead of a wild four-bike

dice with a thrilling last-lap pass of Szoke and 16-year-old Kevin Lacombe as they went three abreast into corner eight at the end of the back straight. He held off the Superbike winner by 0.25 seconds at the line, with Lacombe right behind in third on his CBR900RR and defending class champion Taylor fourth.

"Jordan was really, really fast in a straight line," Pilon said. "I waited until the last lap and did my best in Moss Corner (the hairpin that leads onto the back straight). I had a perfect entrance and then I screwed up the exit, so I went really tough on the brakes into the corner at the end of the straight."

Linnley Clarke padded an already impressive points lead in the Yoshimura 600cc Sport Bike class with his second straight win aboard his Yamaha YZF-R6. Clarke took the lead from the remarkable Lacombe when the young Honda star had a nasty slide exiting the final turn on the penultimate lap, and held on for a 0.94-second victory.

Lacombe was second on his CBR600F4, while Owen Weichel took his Hyd-Mech Saws CBR600F4 under

(Above)Early in the Open Sport Bike action, Kevin Lacombe (34) leads Michael Taylor (1), eventual winner Benoit Pilon (2), Clint McBain (9) and the rest of the field around a Mosport turn.

(Left, left to right) Michael Taylor, Jordan Szoke and series points leader Francis Martin celebrate Szoke's return to the winner's podium after Superbike action at Mosport Raceway in Ontario, Canada.

the R6 of Mark Orchard at the final turn to claim the last podium spot.

Like the Open Sport Bike race, this was a slipstreaming thrill, with five motorcycles making up the lead train for most of the 10 laps. After Weichel led the opening two laps, Clarke was in front from laps three through eight. Lacombe then got ahead only to make his miscue as the leaders started their final lap.

Mosport International Raceway
Mosport, Canada
Results: July 25, 1999 (Round 4 of 7)

S/BK: 1. Jordan Szoke (Hon); 2. Francis Martin (Kaw); 3. Michael Taylor (Kaw); 4. Jeff Williams (Kaw); 5. Frank Trombino (Kaw); 6. Benoit Pilon (Yam); 7. Neil Jenkins (Suz); 8. Kevin Graham (Yam); 9. Frank Wilson (Suz); 10. Ed Sorbo (Hon); 11. John Sharrard (Yam); 12. Philippe Cantin (Hon); 13. Dave Marcella (Yam); 14. Dan Kruger (Suz); 15. Francois Dumas (Kaw); 16. Martin Hamel (Kaw); 17. David Young (Suz); 18. Dean Osborne (Yam); 19. Clint McBain (Kaw).

Toyota Canada Superbike Championship Point Standings (after four of seven rounds): 1. Francis Martin (187); 2. Michael Taylor (164); 3. Jeff Williams (158); 4. Jordan Szoke (131); 5. Neil Jenkins (127); 6. Benoit Pilon (124); 7. Frank Trombino (100); 8. Frank Wilson (94); 9. Martin Gaudreault (74); 10. John Sharrard (70); 11. Kevin Graham (63); 12. Jean-Francois Cyr (47); 13. Philippe Cantin (45); 14. Dave Marcella (42); 15. Csaba Werner (39); 16. Francois Dumas (28); 17. Martin Hamel (25); 18. Ryan Schwartz (21); 19. Mark Kruger (20); 20. Ed Sorbo (19).



Tecnosel Carolina Ultraserries
Round 8: Top Gun MX Park

Cooke burns 'em up

By Kirk Johnson

IRON STATION, NC, JUNE 27

At the eighth round of the 1999 Tecnosel Carolina Ultraserries, held at Top Gun MX Park, ominously dark clouds loomed overhead throughout the day, but Stephen Cooke did not let the inclement weather dampen his spirits, managing to eke out a win in the very competitive 80cc (7-11) division.

In the first 80cc (7-11) moto, Davin Price grabbed the holeshot. Suzuki-mounted Cooke, Jake Posey and Matt Scarboro were all in tow. Price's lead was short-lived, however, as an early-moto fall forced him to play catch-up the rest of the moto.

Cooke then assumed the lead, with Posey hot on his heels. Clay Willett slipped past Scarboro into third by mid-moto. Posey closed to within striking distance and made a move on Cooke entering the triple-triple section. As the two entered the first set of triples, Posey was right beside Cooke. Both went for the double. Cooke got over it cleanly but Posey cased the jump, giving the Suzuki rider a slight advantage. Posey remained close the rest of the moto but never mounted another challenge. As the checkered flag fell, Cooke took the win, with Posey a close second. Price was able to move into the final podium position late in the moto but was unable to make a run on the leaders. Willett took fourth and Scarboro rounded out the top five.

The complexion of the course changed completely for moto two after a brief but heavy storm made negotiating the track quite treacherous. The slick conditions did not seem to bother Price, as he again grabbed the holeshot. Scar-

boro gated in second, with Posey, Willett and Cooke giving chase.

Price looked to have the track mastered until a slight miscue just past halfway. That was all the Yamaha-mounted Posey needed and he masterfully worked his way past Scarboro and onto the rear fender of the Suzuki pilot. Cooke then moved up to challenge Scarboro for third.

With the laps winding down, Posey had the win in his hands, only to see it slip away in "Chester's Hairpin" as he fell victim to the disintegrating conditions. Price navigated by the downed rider and took the win in moto two. The overall was up for grabs now, as Cooke had displaced Scarboro and moved into third. Posey had a little trouble remounting, and Cooke made his way by for second and the overall win. Posey recovered for third, with Scarboro maintaining fourth. Fifth went to Willett, who never came to terms with the track.

Team Green/Kawasaki of Gastonia/Fox/FMF's Joshua Summey was also on fire at Top Gun, taking two hard-fought wins. His first win came in the highly competitive Schoolboy class. Gating poorly in moto two, Summey still went 1-2 for the overall win. Matt Barnes took second overall. Barnes had bad luck in moto one but made up for it in moto two, taking the holeshot and jetting away for the win. Rounding out the top three was Yamaha-mounted Aaron Stancil, who took the runner-up position in moto one and a third in the second outing.

Summey's second class win came in the 125 B division. Summey had to contend with the likes of Daniel Tesh and Doug Earls in moto one. Both were close enough to capitalize on a miscue, but Summey would never falter. Stancil and Barnes gave chase in the second race. The racer from Stanley, North Carolina, again proved to be too tough for the competition. Summey went (1-1) for the day. Stancil took the runner-up position with 4-2 scores, and third overall was Doug Earls, going (3-4).

CN

Top Gun MX Park
Iron Station, North Carolina
Results: June 27, 1999 (Round 8)

50 (4-6): 1. Cody Robbins (Cob); 2. Seth Quesinberry (KTM); 3. Trevor Barrett (Cob); 4. Joseph Finney (KTM).

50 (7-8): 1. Seamus McKeon (Cob); 2. Hunter Jennings (Kaw); 3. Bradley Bunch (Cob); 4. Trevor Hovis (KTM); 5. Austin Stroupe (Cob).

(Above left) Matt Barnes (16) grabs the holeshot in the second moto of the 125cc Schoolboy class, ahead of Jason Wiley (17), Joshua Summey (7) and Aaron Stancil (8), at Top Gun MX Park. Barnes won the moto, but Summey took the overall.

(Above right) Brett Daugherty wheelies on his way to the win in the 250cc Novice contest at round four of the Yamaha Dealers Series at Glen Helen Raceway. Daugherty also took the Four-Stroke Novice victory.

50 SHAFT: 1. Cody Robbins (Yam); 2. Trevor Barrett (Yam).

60 (7-9): 1. Austin Stroupe (KTM); 2. Bradley Bunch (Kaw); 3. Hunter Jennings (Kaw); 4. Stephen Hernandez (KTM); 5. Seamus McKeon (Kaw).

60 (10-11): 1. Clay Willett (Kaw); 2. Adam Rowe (Kaw); 3. Jeremy McClure (Kaw).

80 (7-11): 1. Stephen Cooke (Suz); 2. Davin Price (Suz); 3. Jake Posey (Yam); 4. Matt Scarboro (Yam); 5. Clay Willett (Kaw).

80 (12-13): 1. Steven Shoaf (Suz); 2. Myles Dunlap (Hon); 3. Michael G. Willis II (Yam); 4. Derrick J. Gause (Suz); 5. Clyde Roberts (Kaw).

80 (14-15): 1. Blake Hovis (Hon); 2. Zachary Kutschenko (Suz); 3. Malcolm Klepp (Hon); 4. Ryan Burkett (Yam); 5. Ronnie Ling (Yam).

80 D: 1. Shane Kendrick (Kaw); 2. Casey Shaw (Hon); 3. Tyler Rowe (Kaw); 4. Corey Richey (Hon); 5. Lori Zimmerman (Suz).

S/MINI: 1. Steven Shoaf (Suz); 2. Blake Hovis (Hon); 3. Michael G. Willis II (Yam); 4. Ronnie Ling (Yam); 5. Myles Dunlap (Hon).

SCHBY: 1. Joshua Summey (Kaw); 2. Matt Barnes (Kaw); 3. Aaron Stancil (Yam); 4. Nicholas Vargo (Suz); 5. Zachary Kutschenko (Suz).

125 A: 1. Chuck Shirley (Yam); 2. Jared Black (Yam); 3. Troy L. Crisp (Suz); 4. Paul Justus (Suz); 5. Chris Withers (Hus).

125 B: 1. Joshua Summey (Kaw); 2. Aaron Stancil (Yam); 3. Doug Earls (Suz); 4. Casey Barnes (Suz); 5. Matt Barnes (Kaw).

125 C: 1. Terrell Collins (Suz); 2. John Guker (KTM); 3. Bobby Honack (Kaw); 4. Jason Wiley (Yam); 5. Jason Tucker (Suz).

125 D: 1. Joey Cornell (Yam); 2. Zack Pigg (Yam); 3. Jeremy Parsons (Kaw); 4. Allan Whisnant (Hon); 5. Jake Strength (Kaw).

250 A: 1. Jared Black (Yam); 2. Chuck Shirley (Yam); 3. Troy L. Crisp (Suz); 4. Brian Lane (Yam); 5. Paul Justus (Suz).

250 B: 1. Daniel Tesh (Suz); 2. Doug Earls (Suz); 3. Casey Barnes (Suz); 4. Jerry Strange (Yam); 5. Scotty Hill (Yam).

250 C: 1. Rick Rikard Jr. (Suz); 2. John Guker (KTM); 3. Chandler Joyner (Hon); 4. Timothy Camp (Suz); 5. Chad Popovich (Yam).

250 D: 1. Henry Hernandez (Hon); 2. Joey Cornell (Yam); 3. Charlie Morrow (Hon); 4. Robert Lilze (Hon); 5. Thad Freeman (Yam).

25+ A: 1. Benjamin Rutledge (Yam); 2. Troy L. Crisp (Suz); 3. Larry Sparks (Suz); 4. John Fann (Kaw); 5. Chris Withers (Hus).

25+ B: 1. Steve Stroupe (Kaw); 2. David Tucker (Suz); 3. Andrew Mitchell (Suz); 4. Jimmy Pitcock (Suz); 5. Harry Stanford (ATK).

25+ C: 1. William Herbert (Yam); 2. Howard Maxey (Yam); 3. Chris Winkler (Suz); 4. Tom Lindeman (KTM); 5. Curtis McClure (Hus).

30+ A: 1. Larry Sparks (Suz); 2. David Eller (Kaw); 3. Eric Mainess (Hon); 4. Rick Catuccio (Kaw); 5. Thomas R. Perkins Jr. (Suz).

30+ B: 1. Frank Koenig Jr. (KTM); 2. Jimmy Pitcock (Suz); 3. David Tucker (Suz); 4. Keith Nevers (Kaw); 5. Jeff Tomlinson (Yam).

30+ C: 1. Steve Chambers (Kaw); 2. Bret Gipson (Hon); 3. William Lauver (Hon); 4. Robert Brown (Kaw); 5. Steve Fish (Hon).

35+ 1. Thomas R. Perkins Jr. (Suz); 2. Keith Nevers (Kaw); 3. Steve Chambers (Kaw); 4. Bob Maner (Hon); 5. Rick Catuccio (Kaw).

40+ 1. Carl Vargo (Suz); 2. Rick Rikard (Suz); 3. Gene Simmons (Hon); 4. Bob Maner (Hon); 5. Robert Strength (Kaw).

U/L AM: 1. Daniel Tesh (Suz); 2. Scotty Hill (Yam); 3. Jack Bethel (Kaw).

U/L C/D: 1. Rick Rikard Jr. (Suz); 2. Chad Popovich (Yam); 3. Terrell Collins (Suz); 4. Bobby Honack (Kaw); 5. Paul McKnight (Hon).

4-STRK: 1. Jeff Tomlinson (Yam); 2. Ryan Hankins (Yam); 3. Travis Collins (Yam).

Yamaha Dealers Series
Round 4: Glen Helen Raceway

Daugherty on top

By Beth & Bob LaRock

SAN BERNARDINO, CA, JULY 11

High temperatures at Glen Helen Raceway did not cool down the racing intensity for round four of the five round Yamaha Dealer's Series.

One of the more heavily contested classes of the series has been the 250cc Novice, and Sunday's event was no exception. Alvino Garcia seized the holeshot in the first moto but lost several positions after he and Mark Valcore bumped coming out of the first turn. Valcore led the field coming out of turn two, followed closely by Jake Yetto and Brett Daugherty. At the end of the first lap, Yetto had taken the lead, with Daugherty and Valcore in tow. The rest of the pack was left in their dust. Daugherty captured the lead on lap three, blasting past Yetto in front of the tower and leaving Yetto and Valcore to battle. Valcore continued to look for an opening and found one in Budd's Creek, grabbing the number-two position.

Both Daugherty and Valcore got caught in lappers during the last half of the white-flag lap, eliminating the possibility of Valcore reclaiming first. Daugherty crossed the finish line first, followed by Valcore and Yetto.



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"Seemed like everyone was making mistakes," Daugherty said. "I just tried to stay cool and cruise through them."

Garcia again grabbed holeshot honors in the second moto, with Valcore, Deran Benavides and David Angelo in pursuit. Valcore took the inside line in turn two, powering into first, but a little too much exuberance with the throttle landed him on the ground before the first tabletop. The rest of the field was able to cruise by him before he could recover. Crossing the finish in first through third were Garcia, Angelo and Daugherty.

Daugherty took the overall with his 1-3 finish, followed by Garcia's 5-1 and Angelo's 4-2.

Honda Yamaha of Redlands/Racetech/Troy Lee Designs 80cc Intermediate rider Emeka Udeh and Montclair Yamaha's 80cc Novice Kevin Hunter finished first overall in their respective classes with 1-1 wins. Udeh and Hunter followed Novice Brandon Spencer through the holeshot turn in the first moto of the combined 80cc Intermediate/Novice race. Hunter captured second during the first lap. Spencer went down on lap two and Hunter took the lead. Hunter mixed it up with Udeh until Hunter slid out in the mud at the end of the third lap.

"I wasn't riding so good," Udeh said. "Then he (Hunter) made a mistake. He's in the Novice class, so I should have been able to beat him."

After passing Hunter, Udeh cruised to the finish line. Intermediate Chase Meineke, Hunter and Novice Jared Minor came past the checkered flag in second through fourth.

"It was a hard first moto," Hunter admitted. "I was trying to hang with all the Intermediates and I bobbled a lot. I bobbled in the sweeper turn before the hill, then I ended up falling because it was really wet."

In moto two, Udeh captured the holeshot and cruised to the finish in first. Hunter and Spencer got tangled up in the second turn, dropping them back to the end of the pack. Hunter managed to find his way through the racers to fourth place by the last lap. There, Vincent Benavides and Minor were battling for second. Minor tried to make a pass on Benavides. Benavides bobbled and Minor took the inside line and lost traction. Hunter took advantage and passed Minor to take the Novice win.

Hunter was pleased with the continuation of his win streak.

"I've won every moto, every race in the series so far," he noted.

"I think that was the best race of the day," Minor said. "Next time I'll get the win."

**San Helen Raceway Park
San Bernardino, California**

Results: July 11, 1999 (Round 4 of 5)

P/W: 1. James Bishop (Lem); 2. Shaun Caudill (Lem).
P/W SHAFT: 1. Bradley Borden (Yam); 2. Dustin Gillis (Lem); 3. Sean Renshaw (Yam).

60 (0-8): 1. Nolan Shultz (Kaw); 2. Jordan Ruston (Kaw); 3. Brian Haney (Kaw).

60 (9-11): 1. Andrew Johnson (Kaw); 2. Cody Bohannon (Yam); 3. Justin Falk (Kaw); 4. Justin Damp (Kaw); 5. James Batey (Kaw).

80 BEG: 1. Ivan Schultz (Yam); 2. Bobby Dye (Yam); 3. Mitch Maxwell (Hon); 4. Jonathan Bruens (Yam); 5. Patrick Ball (Yam).

80 NOV: 1. Kevin Hunter (Yam); 2. Jared Minor (Hon); 3. Zach Baxter (Yam); 4. Adam Benavides (Hon); 5. Grant Klann (Yam).

80 INT: 1. Emeka Udeh (Hon); 2. Vincent Benavides (Hon); 3. Chase Meineke (Yam).

125 BEG: 1. Ryan Cowell (Yam); 2. Chris Avery (Yam); 3. Jason Wondolleck (Suz); 4. Mike Bentley (Yam); 5. Robert May (Yam).

125 NOV: 1. Mark Valcore (Yam); 2. Patrick Terry (Yam); 3. Mike Horvath (Suz); 4. Kevin Jennings (Yam); 5. Ryan Riess (Yam).

125 INT: 1. Dusty Walters (Yam); 2. Cory Gibbons (Yam); 3. Jeremiah Moore (Hon); 4. Josh Cavanaugh (Yam); 5. Sean O'Conner (Yam).

125 PRO: 1. Jason Vienot (Yam); 2. Hawk White (Suz).

250 BEG: 1. Zach Scari (Yam); 2. Justin Rossetti (Yam); 3. Eric Hanks (Yam); 4. Eric Reading (Yam); 5. Nicholas Paulsen (Yam).

250 NOV: 1. Brett Daugherty (Yam); 2. Alvin Garcia (Yam); 3. David Angelo (Hon); 4. Jake Yetto (Yam); 5. Mark Valcore (Yam).

250 INT: 1. Bullfrog Newcomer (Kaw); 2. Cory Gibbons (Yam); 3. Justin Eide (Yam); 4. Kyle Locke (Yam); 5. Jeff Fine (Yam).

250 PRO: 1. Jason Vienot (Yam); 2. Hawk White (Suz).

JR VET BEG: 1. Randy Olson (Yam); 2. Joel Plitt (Yam); 3. Raul Godfrey (KTM); 4. Tom Hodgkin (Hon).

JR VET INT: 1. John Haskell (Suz); 2. Chris Alvarado (Yam); 3. Doug Yarnell (Yam).

JR VET EX: 1. Jeff Fine (Yam); 2. Tim Sharp (Kaw); 3. Kevin Montgomery (Hon); 4. Alex Zapata (Yam); 5. Todd Baldwin (Yam).

VET BEG: 1. Dante Herrero (Hon); 2. Les Holland (Hon); 3. Brad Stewart (Yam); 4. Tom Newcomb (Yam); 5. T.J. King (Yam).

VET NOV: 1. Cameron Funk (Yam); 2. Milton Mize (Kaw); 3. C.T. Falk (Yam); 4. Geoff Sanborn (Hon); 5. Tommy Leone (Hon).

VET INT: 1. Duane Potts (Yam); 2. Rob Engel (Yam); 3. Robbie James (Yam); 4. Tony Bienert (Yam); 5. Mark O'Brien (Kaw).

VET EX: 1. Jerry Black (Yam); 2. John Whitaker (Yam).

SR NOV: 1. Jeff Baxter (Yam); 2. Michael Johnson (Hon); 3. Mark Moore (Yam); 4. Robert Ripley (Yam); 5. Michael Rigdon (Hon).

SR INT: 1. Milton Mize (Kaw); 2. Tim Holm (Yam); 3. Jason Yodowaga (Yam); 4. Kirk Bassett (Yam); 5. Sam Lupear (Suz).

SR EX: 1. Ron Turner (Yam); 2. Rex Staten (Vert); 3. Mike Altenhofel (Hon); 4. Bob Maxwell (Yam); 5. Tony Schuler (Yam).

4-STRK BEG: 1. Glenn Shearer (Yam); 2. Jason Jellerson (Hon); 3. Matt Breyer (Yam); 4. Tony Ortiz (Yam); 5. Paul Pleiss (Yam).

4-STRK NOV: 1. Brett Daugherty (Yam); 2. Jeff Baxter (Yam); 3. Tyler Renshaw (Hon); 4. Robert Moruzzi (Yam); 5. Franklin Ziegler (Yam).

**16th annual Tank-Slappers MC Summer
Remedy Grand Prix**

Staab heats up GP

By Bill Quackenbush

CARLSBAD, CA, JULY 18

Tim Staab, riding a Precision Concepts-prepped Montclair Yamaha YZ400, won back-to-back races at the Tank-Slappers 16th annual Summer Remedy Grand Prix, first winning the 250cc division, then smoking the Open class. Paul Krause, also riding a Montclair Yamaha YZ400, won the Veteran/Senior race and placed third in the Open race.

The event had a lighter-than-normal turnout. Nonetheless, the Tank-Slappers MC put together a great 7-mile course. Parts of the old superbikers course were used, along with almost all of the Hang Ten Grand Prix Motocross course, and even the paved drag strip, making the lap times run over 11 minutes.

The first race of the day, the 250cc race, using AMA rules, allowed four-stroke bikes to enter with the 250s. This opened the door for Tim Staab and others to race early in the morning before the summer sun burned through the coastal overcast. After the hand-on-helmet start, Tim Staab pulled the holeshot.

Behind him were Mike Hinrichsen, also riding a YZ400, and Steve Rich and Jonathan Knight, both riding YZ250s. During the second lap, Rich pushed his 250cc machine past Hinrichsen, moving Rich into second. On the same lap, Cooper Jancic passed Knight for fourth. Staab led Rich, Hinrichsen and Jancic, with Knight rounding out the top five.

In the second race of the day, the 125cc/Open race, Staab's YZ400 got the holeshot. This time he was followed closely by Paul Krause, Ron Wilson, Brent Coleman and Craig Smith, who was piloting a Honda XR600. Midway through the first lap, Krause passed Staab; by the time they reached the motocross uphill, Staab passed him back. By the time they came down the

**Tim Staab
raced to
overall wins
in the
Open/125cc
and 250cc
race at the
16th annual
Summer
Remedy
Grand Prix
at Carlsbad
Raceway.**



drag strip, Krause had backed off a little. On the second lap, Wilson got by Krause to take over the second spot. Staab kept pulling away from the field. On the fourth lap, Smith passed Coleman, moving him into fourth. The running order at the finish was Staab, Wilson, Krause, Smith and Coleman. **CN**

**Carlsbad Raceway
Carlsbad, California
Results: July 18, 1999**

250: 1. Tim Staab (Yam); 2. Steve Rich (Yam); 3. Mike Hinrichsen (Yam); 4. Cooper Jancic (Hon); 5. Jonathan Knight (Yam).

OPEN/125: 1. Tim Staab (Yam); 2. Ron Wilson (Hon); 3. Paul Krause (Yam); 4. Craig Smith (Hon); 5. Brent Coleman (Yam).

SR/VET: 1. Paul Krause (Yam); 2. Jim Willmon (Yam); 3. Marti Moates (Yam); 4. Chip Howell (Yam); 5. Bruce DeMerge (Yam).

4-STRK: 1. Ron Wilson (Hon); 2. Craig Smith (Hon); 3. Philip Zeiger (Hon); 4. Tom Miller (Yam); 5. Francisco Real (Yam).

TEAM RACE: 1. Craig Smith/Ron Wilson (Hon); 2. Matt Spiewak/Cooper Jancic (Hon); 3. Aaron Tuck (Kaw); 4. Curtis Cathers/Bob Hallsted (Kaw); 5. Jeff Powell/Don Sewell (Hon).

Trans Atlantic Match Races

Brits kick Assen

By Dave Roper and Erik Green

ASSEN, HOLLAND, JUNE 24-26

The latest venue for Team Obsolete's Vanson Leathers Trans Atlantic Match Races' informal world tour was the historic Circuit van Drenthe at the Dutch TT in Assen, Holland, site of the FIM World Championship Grand Prix. The usual TAMR format was expanded for this event to incorporate a third team. The Europeans joined the traditional British and American teams. TAMR racers were privileged to be racing on the 3.756-mile Grand Prix circuit for the last time. It will be shortened after this year's World Superbike race due to local noise ordinances. The circuit is fast and flowing, with a smooth surface and phenomenal traction, and with all the amenities such as gravel traps, air fence, and generous runoff.

Race number one was led flag to flag by Swede Hasse Gustafson on his immaculately prepared Team Teknik 750cc short-stroke Ducati. (American racegoers saw Gustafson place second earlier this year at the Daytona Formula 750 race.) Second place went to British team captain and TAMR regular Dave Pither on his Triumph Triple. Third was fellow Brit Colin Breeze on a BSA Triple, despite a box full of neutrals. Fourth was the first 500, Dutchman Stefan Sloopjes, on a Seeley G-50. The top American was John Long, on an Alan Windsor Triumph III. Meanwhile, American team captain Dave Roper was making beautiful music on the Team Obsolete ex-Agostini MV Agusta 500/3 as he finished seventh overall and third 500. Cycle World staffer Don Canet, on the Dutch-made ABSAF Seeley Gold Star, swapped back and forth with Superfrog Yvon Duhamel on Mike Braid's BSA III. Canet finally prevailed when Duhamel overshot a turn, allowing Canet an unassailable lead to finish ninth. Euro captain Sandro Baumann's initial threat never materialized because of a fuel-delivery problem.

The first race ended with the Europeans ahead on overall points. However, when the points were adjusted for the relative sizes of each team, the UK was first with 45 points, the Europeans had 41 and the Americans had 34 points.

The second Trans Atlantic Match Race was preceded by a lap of honor by six-time FIM World Champion Jim Redman, who was the first man to win three Grands Prix on the same day, at Assen in 1964. Redman was joined by Dutch National hero Wil Hartog. Redman rode an MV Agusta Four and Hartog rode a RG500 Suzuki.

At the beginning of race number two, a European rider again jumped into the lead, but this time it was Baumann on his Triumph III. Cal Rayborn III was in hot pursuit on the surprisingly rapid XR750 Harley-Davidson, but soon the Harley started to fade, once again overcome by ignition problems. A third of the way through the first lap, Roper's Gold Star expired. Pither, who moments before the start of the race had complained that he still didn't know the cir-



cuit, set off after Baumann and turned the fastest lap of the race. As Rayborn's Harley continued to fade, first Pither, and then Dutchmen De Ridder and Slootjes, both on Seeley G-50s, went by. Rayborn finally retired on the ninth lap. On the fifth lap, Breeze woke up and passed Slootjes and De Ridder. De Ridder retired on the next lap. Duhamel finally started to become comfortable with his bike, leaving Canet behind and overtaking Long, only to have his ignition fail on the 10th of 12 laps, setting the finish order. Baumann took the checkered, followed by Pither and Breeze. First 500 was again Slootjes, followed by Long and Canet.

When the total points were tallied and adjusted, the Brits extended their score over the Europeans 94 to 73, with the Americans coming in at 64 points. The celebrated Hailwood Trophy for individual high-points score was handed over from previous winner Vernon Glashier back to Dave Pither, who had held it twice before.

CN

**Circuit van Drenthe
Assen, Holland
Results: June 24-26**

RACE 1: 1. Hasse Gustafson (Duc); 2. Dave Pither (Tri); 3. Colin Breeze (BSA); 4. Stefan Slootjes (See); 5. Dirk Brand (See); 6. John Long (Tri); 7. Dave Roper (MV); 8. Stef Sindorf (See); 9. Don Canet (See); 10. Yvon Duhamel (BSA).

RACE 2: 1. Sandro Baumann (Tri); 2. Dave Pither (Tri); 3. Colin Breeze (BSA); 4. Stefan Slootjes (See); 5. John Long (Tri); 6. Don Canet (See); 7. Frank Le Roy (Lav); 8. John Davidson (Hon); 9. Erik Green (Ric); 10. Norbert Prokschi (BSA).

POINT STANDINGS: 1. UK (94); 2. Europe (73); 3. USA (64).

**WERA National Challenge Series
Round 5: Road Atlanta**

Spies' thriller

By Drew Lincoln

BRASELTON, GA, JULY 11

Fifteen-year-old racing prodigy Ben Spies won his first 125cc Grand Prix National Challenge race from

equally sensational 16-year-old Jason DiSalvo in a last-lap barn-burner.

The fifth round of the WERA National Challenge Sprint Series ran in conjunction with the inaugural running of the Dixie Cycle Jam, a double-point Sportsman Series event to benefit all Mid- and Southern Sportsman Regions. The National Challenge races were run in dry, hot conditions early in the day, and then in a torrential downpour at the end of the racing schedule.

Leading off the Formula classes was the WERA 125cc Grand Prix race, run in conjunction with the newly formed Grand Prix Riders Association (GPRA), for the second GPRA East Coast round of the HRC Dealers 125cc Grand Prix National Championship, sponsored by JT Motorsports and Racing, and Thousand Oaks Honda/HRC. WERA and GPRA-East 125cc GP points leader Michael Himmelsbach missed the start due to a broken ankle suffered in a race earlier in the day. Starting from the front row of the huge 29-rider field, DiSalvo grabbed the lead into turn one on his Alien Racing/Applied Business Systems Honda RS125, followed closely by birthday boy Ben Spies on the Keith Cherry Racing RS125. Spies led the first lap across the line, but DiSalvo pulled even heading for turn one, and the two young lions went side by side up the hill and into turns two and three. DiSalvo slipped ahead and managed to keep half a bike length between them until the halfway flags, when Spies tried the all-important draft slingshot on the back straight to take over the lead. Again, DiSalvo pulled his Todd Bowman-tuned Honda dead even with the John Hodgkiss-built RS125 of Spies on the front straight, but a backmarker was on the racing line in turn one. The two teenagers split the slower rider superbly and did not miss a beat. On the white-flag lap, DiSalvo did not want the point position on the back straightaway, so he didn't shift from first exiting turn seven, hoping Spies would maintain race speed and fly right by. Spies was expecting this savvy move and did likewise, and both riders slowed to a crawl on the back

straight, each waiting for the other to make the move. DiSalvo took a long look over his shoulder to see where Spies and third-placed rider Chris Pyles were, and he ran off the track briefly. Spies took that opportunity to pin the throttle open and make the decisive break that would bring him his first WERA 125cc GP win by six-tenths of a second over the recovered DiSalvo and Pyles, some 10 seconds behind at the finish.

Spies was back in the Formula Two National Challenge race on his Yamaha TZ250 to take on the 600cc Superbikes head to head. Three-time class winner Brian Lantz grabbed the holeshot. Lantz kept a two-second lead between himself and second place until Spies worked his way into the number-two spot. Spies quickly reeled in Lantz and made a bid for the lead in turn one, but Lantz held him off. Spies used the superior brakes of the GP bike to take the lead, braking for turn 10 and leading under the Michelin Bridge. Lantz repassed the youngster in the tricky turn 12 to retake the point position. Lantz rode the last lap with the little two-stroke bike buzzing at every turn, but he managed to stave off a charge by Spies to capture a hard-fought victory.

Tray Batey has made the WERA Formula One National Challenge race his personal property by winning every event this season on a Pirelli-equipped Arclight Suzuki GSX-R750 Superbike. Batey led flag to flag in the pouring rain and was never challenged for the win. He leads the championship points with a perfect 100.

The Open Superstock event featured a variety of machinery, from the Yamaha YZF R-1 to the Suzuki GSX-R750 and TL-1000R and the Kawasaki ZX-9R. Arclight Suzuki rider Joe Prussiano, the current points leader, grabbed the holeshot but relinquished the lead to Mark Junge before the end of the first lap. Junge, whose bike was caught on radar at 161.8 mph, began to stretch his lead, turning lap times in the 1:29s. Reigning A-Super Stock Sportsman National Champion Billy Eisenacher, on a Peachtree Performance Yamaha R-1, passed Tim Bemisderfer at the halfway

Joe Prussiano breaks away from the pack at the WERA National Challenge Sprint Series in Road Atlanta. He went on to take the 750cc Super Stock victory.

point of the six-lap race to take over third. At the finish, Junge had a five-second lead over Prussiano, and Eisenacher had closed to within two seconds of the Arclight rider.

Junge was right back on the track in the Pirelli 600cc Super Stock class on the Vesrah Kawasaki ZX-6R. He took the holeshot from pole position and held on to lead the first lap. Across the stripe for the first lap, the order was Junge, Lantz, Prussiano, David Rose and Brian Gibbs. On the second lap, Gibbs passed both Rose and Prussiano to take over third in order to chase down the leading duo. Lantz displaced Junge on the same lap and thwarted every attempt Junge made to get back into the lead. At the halfway flags, Gibbs came under attack from a remotivated Rose, who passed Gibbs for third entering turn one and caught and passed Junge the very next lap in the same spot, with the same maneuver. Lantz was holding a slim lead over Rose and Junge as they drag-raced side by side down the back straightaway and began the braking duel going into turn 10-A. Junge's Kawasaki slipped into a false neutral and sent him free-wheeling into the back of Lantz. Both riders fell in the gravel trap, and Rose barely missed going with them. Rose held on to win on his Team Pro-Motion Suzuki GSX-R600.

The Michelin 750cc Superstock race was a Joe Prussiano affair from flag to flag. He got the holeshot on his Arclight Suzuki GSX-R750, led every lap, and only came under pressure on the last lap when local ace Gibbs battled his way through from the 11th row on the grid. Gibbs was stripped of his second-place finishing position because he ignored the black flag on the last lap when his bike started smoking, signaling an oil leak. The results officially list his finish position as seventh, one spot behind Keith Wilson, who also started from the rear of the grid. Benefiting from Gibbs' misfortune were Tim Bemisderfer and Rose, who slowed due to the amount of smoke coming from Gibbs' Suzuki, moving up to second and third, respectively.

Performance Powersports-backed Edward Cobb won both the 600cc Production and the 750cc Production Novice races on his Pirelli-shod Suzuki GSX-R600, his first National Challenge win of the season. Smith Brothers H-D rider Jason Smith used his Kawasaki ZX-6R to dominate the wet field in the 600cc Superbike Novice race, while Rick Fairbairn did the same in the 750cc Superbike Novice class, with Smith taking second in the big-bore class on his 600. Brian Honeycutt beat out Tripp Volz for the Heavyweight Twins Expert win, and Greg Callahan got the better of Dr. Adam Mashike in the Novice ranks.

CN

**Road Atlanta
Braselton, Georgia
Results: July 11, 1999 (Round 5)**

OPEN S/STK: 1. Mark Junge (Kaw); 2. Joe Prussiano III (Suz); 3. Billy Eisenacher (Yam); 4. Timothy J. Bemisderfer (Yam); 5. Scott Carpenter (Yam).

750 S/STK: 1. Joe Prussiano III (Suz); 2. Timothy J. Bemisderfer (Suz); 3. David Rose (Suz); 4. Chris Caylor (Suz); 5. Byron Barbour (Suz).

600 S/STK: 1. David Rose (Suz); 2. Brian Gibbs (Suz); 3. Jamie Hanshaw (Suz); 4. Joe Prussiano III (Suz); 5. Shannon Ball (Suz).

F-1: 1. Tray Batey (Suz); 2. Jonathan Bowman (Suz); 3. Billy Ethridge (Kaw); 4. William League (Suz); 5. Tripp Volz (Suz).

F-2: 1. Brian Lantz (Kaw); 2. Ben Spies (Yam); 3. Joseph Temperato (Suz); 4. David Boosales (Hon); 5. Scott Brown (Yam).

125 GP: 1. Ben Spies (Hon); 2. Jason DiSalvo (Hon); 3. Chris Pyles (Hon); 4. Larry Cohee (Yam); 5. Mark Toso (Hon).

H/W TW EX: 1. Brian James Honeycutt (Suz); 2. Tripp Volz (Suz); 3. Rob Palmieri (Suz); 4. Alan Taylor (Suz); 5. Tony Sawyer (Suz).

H/W TW NOV: 1. Greg Callahan (Suz); 2. Adam Mashike (Suz); 3. Hal Keegan (Yam); 4. Jackie Alexander (Bue); 5. Craig Parrish (Suz).

750 PROD NOV: 1. Edward Cobb (Suz); 2. Tim Brewer (Hon); 3. Wrenn Smith (Hon); 4. Brian Hayes (Suz); 5. Robert Hilliard (Suz).

600 PROD NOV: 1. Edward Cobb (Suz); 2. Tim Brewer (Hon); 3. Adam Coco (Hon); 4. Wrenn Smith (Hon); 5. Brian K. Hayes (Suz).

750 S/BK NOV: 1. Rick Fairbairn (Suz); 2. Jason Smith (Kaw); 3. Benjamin Baker (Suz); 4. Greg Callahan (Suz); 5. Chad Steinhoff (Hon).

600 S/BK NOV: 1. Jason Smith (Kaw); 2. Brian K. Hayes (Suz); 3. Benjamin Baker (Suz); 4. Scott Woodfin (Kaw); 5. Shawn Quickert (Yam).

WERA National Endurance Series Round 5: Road Atlanta

SBR raids Arclight

By Drew Lincoln
Photo by Andy Chadwell

BRASELTON, GA, JULY 10

The defending WERA Endurance National Champions, Semoff Brothers Racing (SBR), rode a smart and technical race to win the Road Atlanta six-hour endurance race. SBR beat archrivals Arclight Suzuki by using the horsepower of their big Yamaha YZF R-

1 to push Arclight's GSX-R750 Superbike to the breaking point and beyond.

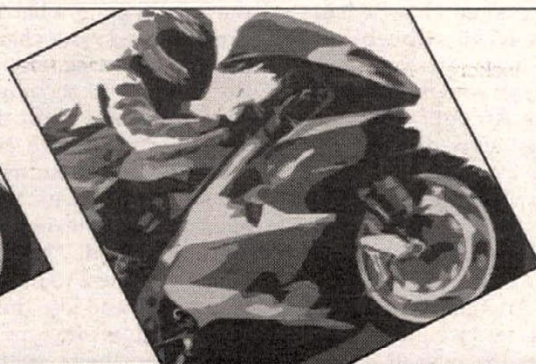
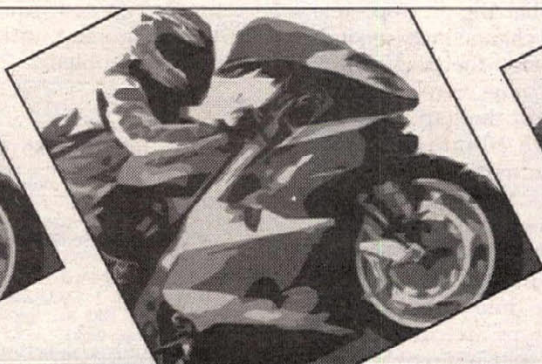
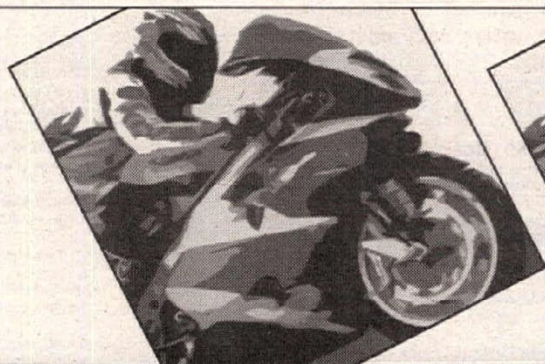
The race was run in hot, humid, partly cloudy conditions at the 2.5-mile, 12-turn road course in northeast Georgia. SBR won the race overall, and the Pirelli Heavyweight Superbike class in front of second overall, first in the Heavyweight Superstock class, D&D Racing, from nearby Dawsonville, Georgia. The fun-loving eccentrics known as Army of Darkness rounded out the last overall podium position and conquered the Mediumweight Superbike class in the process. Another local team, Rapid Transit Racing, used an aging Honda CBR600 F-3 to win the Mediumweight Superstock race in commanding fashion.

The six-hour event got under way with Glenn Szarek on the SBR R-1 edging out Tray Batey on the Arclight Suzuki into turn one. Sam Fleming urged the Army of Darkness Suzuki GSX-R600 into third place at the start, holding back the eager pack of endurance racers. The leading duo pulled further and further away from the rest of the field. Tapeworks Racing made an unexpected pit stop just 36 minutes into the race after an off-track excursion filled their fairing with gravel. Three Heavyweight Superstock teams - Nielsen Racing, Carlyle Racing and Shrouts Powersports - crashed on consecutive laps in turn three, bringing out the red flag to stop the race with just 10 minutes remaining in the first hour. Arclight had stopped to make their first pit stop of the day when the red flag flew, and the resulting restart erased any time lost to SBR in the pits.



Semoff Brothers Racing (1) toughed it out to take the win in the six-hour WERA endurance race at Road Atlanta.

3 R D A N N U A L



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After a 30-minute clean-up, the race was restarted with 40 minutes remaining in the second hour. SBR led the field into turn one again, as Arclight finished their pit stop and took to the track with Joe Prussiano aboard. SBR held a half-a-track advantage over Arclight but would soon need to pit to refuel and change riders. At the 1:35 mark, Szaiek brought the big Yamaha in and handed off to Scott Brown, who returned to the track immediately in front of Prussiano on the Suzuki superbike. Szaiek later explained the reason for the sprint-race pace was the hope that the Arclight Suzuki entry, which is a race-kitted GSX-R750 superbike, would not last a six-hour race if pushed to the limit. The only problem with that plan was that if the Arclight bike did not expire or at least slow down, SBR would have to make a two-tire pit stop, which takes close to a minute longer for the YZF R-1 than for the ultratrack Suzuki, effectively giving the win to Arclight.

After two hours, Arclight Suzuki was winning the Pirelli Heavyweight Superbike class as well as the overall, D&D Racing was leading the decimated Heavyweight Superstock class, and Army of Darkness was in charge of the Mediumweight Superbike race. The Army of Darkness sister team, Neighbor of the Beast, was holding down the top position in the Mediumweight Superstock class. Neighbor of the Beast had two guest riders for the team at this race: former Team Pearls Suzuki rider Darrell Saylor, and Traxxon Dynamics owner and suspension genius Max McAllister who helped team owner Melissa Berkhoff run as high as third overall during the first hour and lead their class.

The second red flag of the race came out at the 2:21 mark to let the cornerworkers clear a bike from turn 11, under the Michelin Bridge. Lady Luck was smiling on the Arclight Suzuki team once more, as they had just made their second scheduled pit stop when the race was halted, and the restart again erased the advantage SBR had fought to gain.

At the restart, the surprise of the day occurred when D&D Racing's Dale Davenport held off both Chris Hughes, on the Arclight bike, and Brown, on the SBR R-1, for the holeshot, and managed to keep them both behind him until the

completion of the first lap. Hughes and Brown used the superior horsepower of their superbikes to pass the leading Super Stock machine on the front straightaway, but Davenport stayed behind the race leaders and let them pull him away from the field to help secure third overall for D&D Racing.

Ten minutes into the fourth hour, Brown brought the big Yamaha into the pits and returned the bike to his teammate Szaiek, who returned to the track, turning 1:30s to Hughes' 1:33s, hoping to put pressure on the Arclight rider. At the 20-minute mark, Hughes brought the Suzuki in for a blazing pit stop - rear tire, fuel, and rider change in 25 seconds - and Batey re-entered the track still in the lead by 20 seconds. Szaiek slowly reeled in Batey until the gap was only three seconds with 10 minutes to go before the four-hour mark.

"Our plan was to force the pace also," Arclight team owner Chuck Warren explained, "because we wanted Semoff Brothers to have to make a front-tire change and lose time in the pits. Our tire-changing pit stops are considerably faster than theirs, and we would have that extra time out on the track. Sure, the two red flags have worked in our favor today, but next race they probably won't."

Once together on the race track, Szaiek and Batey began an epic battle that looked more like a National-caliber sprint race than a six-hour endurance event, with each exploiting the strength of their own motorcycle and the weaknesses of the others at every turn. This barnstorming display carried on until the Arclight Suzuki came to a screeching halt in the turn-four-and-five area. Batey tried to restart the ailing machine, to no avail. Back in the pits, the Arclight squad swarmed over the bike, only to discover that, for the second time this year, the cam chain had broken, ending their race prematurely. With the demise of the Arclight entry, local aces D&D Racing took over the second-overall position, with Army of Darkness clawing their way into third.

"We just have to wring the 750 out to keep up with the Yamaha, and Glenn and Scott are riding great," Batey said, back in the pits. "That's a tough combination."

With Arclight out of the race, SBR put the YZF on cruise mode and nursed



(Left) David Fink (7) of Petoskey, Michigan, styled to second place in the Non-Current class at Moreland's Motocross.

(Above) Steve Bussell Jr. (689) cruises to victory in the Over 30 Beginner class at Carlsbad Raceway in California.

the battered front tire home with an eight-lap lead over Heavyweight Superstock winners D&D Racing, in second. Third overall went to Mediumweight Superbike victors Army of Darkness, just 45 seconds clear of the fight for second and third in the Pirelli Heavyweight Superbike class between 1-800-CROTCH-ROCKET and Cycle Speed Racing. The Mediumweight Superstock win went to local team Rapid Transit Racing. Both the Superstock-class winners, Davenport of D&D Racing and Mathews from Rapid Transit, said in the winner's circle that their team only used one set of Michelin Pilots to go the entire race distance without a problem.

CN

Road Atlanta Braserton, Georgia Results: July 10, 1999 (Round 5)

O/A: 1. Semoff Brothers Racing (Yam); 2. D&D Racing (Suz); 3. Army of Darkness (Suz); 4. 1-800-CROTCH-ROCKET (Suz); 5. Cycle Speed (Yam).
H/W S/BK: 1. Semoff Brothers Racing (Yam); 2. Cycle Speed (Yam); 3. 1-800-CROTCH-ROCKET (Suz); 4. Arclight Suzuki (Suz).
H/W S/STK: 1. D&D Racing (Suz); 2. Paramount Racing (Suz); 3. DRS Racing (Suz); 4. Penn State (Kaw); 5. Nielsen Racing (Suz).
M/W S/BK: 1. Army of Darkness (Suz); 2. Tapeworks Racing (Suz); 3. Leaning Lizard Racing (Kaw).
M/W S/STK: 1. Rapid Transit Racing (Hon); 2. Neighbor of the Beast (Suz); 3. Team Matrix (Hon); 4. Team Xtreme II (Suz); 5. Team Chicago (Yam).

Roberts rule Moreland's MX

By Kevin S. Mitchell

STANTON, MI, JUNE 26

On a fine June day at Moreland's Motocross, 179 racers competed on the challenging track. For several riders, it was a dream come true. Morning riders found the course in great condition, heavily worked up and well-watered.

Motocross is truly a fine family sport, as many come not just to spectate but to compete together. The Roberts family of Waterford, Michigan, had a special day at Moreland's. Sara Roberts took third overall in 50cc Shaftdrive racing on the pee wee track. Sara's brother James had a fantastic day, sweeping the 50cc Shaftdrive class on his Yamaha and the 50cc Senior class on his Cobra.

Grant Moreland is one member of the family who really likes his home track. Grant swept the 60cc class on his Kawasaki and the 80 cc (7-11) class on his Suzuki to completely dominate both events.

The Lorenz family of Durand, Michigan, is another example of family motocrossers. Dylan Lorenz has been competing in 50cc pee wee events for almost one year, and his brother Jerry took a strong second overall in 80 cc (7-11) competition on his Yamaha.

Cory Sutherland of Grandville, Michigan, finished third overall in the Non-Current class,

which is for bikes five years and older. Sutherland rode a 1974 Honda 420cc four-stroke. Much to the amazement of his fellow competitors, Sutherland did most of the jumps, including the Gravity Cavity and the Double Downhill.

In afternoon competition, Kenny Ryan of Sheridan, Michigan, swept both combined 250cc A and B motos on his fine-looking yellow Yamaha YZ250. In both motos, 250cc A rider Craig Stoley of Harrisville, Michigan, took the holeshot, only to be passed early in the moto by Ryan. Stoley kept right on Ryan's back wheel but could not get back by. Since Ryan is a B rider, he had more incentive to win, much to the delight of his friends and the spectators. Ryan had a large pit crew and a cheering crowd at the 110-foot Valley jump, which he was clearing with ease.

Results

50 BEG: 1. Michael Foreman (Suz); 2. Bretten Ritter (Yam); 3. Seth Crivac (Yam); 4. Robert Hallberg (Yam).
50 JR: 1. Kiernan Malarney (Lem); 2. Jacob Holtslander (Yam); 3. Steven Halberstadt (Lem); 4. Jarett Pesci (Pol).
50 SHAFT: 1. James Roberts (Yam); 2. Adrian Ford (Yam); 3. Sara Roberts (Yam); 4. Michael Pearson (Yam); 5. Douglas Adams (Yam).
50 SR: 1. James Roberts (Cob); 2. Steve Daly (Cob); 3. Chad Cooley (Pol); 4. Matthew Parise (Cob); 5. Talon Hodeason (Cob).
60: 1. Grant W. Moreland (Kaw); 2. John Jackson (Kaw); 3. Brandon Cooley (Kaw); 4. Daniel Durham (Kaw); 5. Billy Larsen (Kaw).
80 BEG: 1. Kyle R. Alling (Hon); 2. Stuart Alexander (Hon); 3. Nathaniel Bacon (Yam); 4. Chad Peck (Yam); 5. Sonny Snyder (Hon).
80 (7-11): 1. Grant W. Moreland (Suz); 2. Jerry Lorenz III (Yam); 3. John Jackson (Kaw); 4. Adam Harden (Kaw); 5. Robb Lapeen (Kaw).
80 (12-15): 1. Scotty Maidman (Kaw); 2. Josh Bracken (Hon); 3. Nathan Barrett (Kaw); 4. Christopher Schram (Kaw).
125 JR: 1. Robby E. Wheeler (Suz); 2. Mitch Sluder (Kaw); 3. Brian L. Schuiteman (Kaw); 4. Cody Smith (Hon).
125 A: 1. Brad M. Kress (Hon); 2. Simon McInnes (Suz).
125 B: 1. Mitch Sluder (Kaw); 2. Nate L. Smith (Kaw); 3. Jesse Adkins (Kaw).
125 C: 1. Chad Harris (Hon); 2. Adam Alexander (Yam); 3. Matt Ford (Kaw); 4. Tom Amott (Hon); 5. Corey Urbain (Yam).
250 OPEN A: 1. Craig Stoley (Hon).
250 OPEN B: 1. Kenny Ryan (Yam); 2. Ryan S. Sella (Suz); 3. Kyle Hansen (Hon); 4. Edwin C. Holmes (Hon); 5. Mike Boughnew (Kaw).
250 OPEN C: 1. Joseph Johnson Jr. (Kaw); 2. Joe Mahoney (Hon); 3. Jason Chase; 4. Jeff May (Suz); 5. Josh Waldron (Hon).
16-24: 1. Chad Hauser (Kaw); 2. Simon McInnes (Suz); 3. Peter Mennen (Hon).
25+: 1. Craig Stoley (Hon); 2. Michael Korte (Hon); 3. Mike Mosher (Suz).
30+: 1. Daniel W. Chapel (Yam); 2. Dave R. Howard (Yam); 3. Kip Babcock (Kaw); 4. Todd Genschaw (Yam).
35+: 1. Daniel W. Chapel (Yam); 2. Gary Sella (Hon); 3. Don M. Claerhout (Hus); 4. Mike Peskin (Suz); 5. Doug Krug (Kaw).
40+: 1. Gary Sella (Hon); 2. Mike Peskin (Suz); 3. Bob Lewis (Yam); 4. Douglas Barrett (Hon); 5. Doug Chaffee (Hon).
50+: 1. John Korte (KTM); 2. Edward Hietje III; 3. Skip Krasa (Hon).
BMBR: 1. Mark P. Border (Hon).
NON-CUR: 1. Nathan Barrett (Kaw); 2. David Fink (Hon); 3. Cory Sutherland (Hon); 4. Kevin Malarney (Hon); 5. Kevin S. Mitchell (Hus).
WMN: 1. Tristin Hansen (Kaw).

Corum coruscates at SRA GP

By Dave Dain

CARLSBAD, CA, JUNE 20

Chris Corum took top honors in the Over 40 Novice division as the Southland Racing Association journeyed down to the famed Carlsbad Raceway.

The dry, dusty conditions placed a high importance on the holeshot. Corum's inside starting position proved to be the shortest line to the first turn, as he powered his KX125 into the lead. Wayne Wells trailed in his dust, followed by Robert Zingg, Monty Sanders and P.J. Wright Jr.

Corum stretched his lead as he thundered down the drag strip. Wells held on to second, pursued closely by Zingg. Mark Dewberry came from a midpack start to take fourth. Corum continued to lead as they headed back onto the motocross track. The battle for second through fourth was tight between Wells, Zingg and Dewberry. Dewberry worked his way around both Wells and Zingg on the motocross track and emerged on the drag strip in hot pursuit of leader Corum.

With two laps to go, the difference between first and second was several bike lengths. Corum remained in control but was under heavy pressure from Dewberry, who then exited the motocross track with the lead and charged down the drag strip. Dewberry took the white flag a bike length ahead of Corum, but Corum's continuous pressure paid off and he moved around Dewberry for the final time. Corum took the checkers, followed by Dewberry and Zingg.

Tim Mounce got the jump in the Over 30 Beginner division and led the field into the first corner. Craig Sall followed in second, with David Boyd, Glenn Pillsbury and Steve Bussell Jr. rounding out the top five. Bussell was not content with fifth, so he wasted no time heading toward the front, and by the end of lap one he controlled the lead. Bussell's quick charge into the lead left the rest of the field to battle for runner-up honors. Sall moved into second, dropping Mounce to third. Pat Boyd picked up several positions to move into fourth, displacing Pillsbury to fifth. Bussell continued to pull away on his CR at a rate of four to five seconds per lap. Sall remained in second, Boyd moved around Mounce for third and Pillsbury trailed a distant fifth. Bussell started his final lap with a 45-second lead. Boyd made the pass for second. At the checkers it was Bussell with the win. Boyd followed a distant second, with Sall, Mounce and William Moneal rounding out the top five.

Results

80 BEG: 1. Bryan Brimhall (Suz); 2. Jack Johnson (Yam); 3. Mitch Maxwell (Hon); 4. Bobby Tryon (Kaw); 5. Ryan Hughes (Yam).

80 NOV: 1. Tyler Roberts (Yam); 2. Adam Benavides (Hon).

80 AM: 1. Vincent Benavides (Hon).

XR-100: 1. Jesse Costa (Hon); 2. Mike Bierman (Hon); 3. Dean Greenman (Hon).

125 BEG: 1. Donovan Howard (Hon); 2. Joshua Stewart (Yam); 3. Britt McIlwain (Kaw); 4. Frank Cimmarusti (Yam); 5. Jerrett Tryon (Yam).

125 NOV: 1. Danny Giannini (Yam); 2. Eric Child (Hon).

125 AM: 1. Jason Jeffrey (Kaw); 2. Michael Pray (Kaw).

125 EX: 1. Jimmy Lewis (Suz); 2. Greg Fountain (Yam).

250 BEG: 1. Mike Hart (Hus); 2. Mark Beckwith (Suz); 3. David Hammer (Hon); 4. Joel Hammer (Yam); 5. George Macias (Yam).

250 NOV: 1. Tyke Blanchore (Yam); 2. Brian Haffiger (Kaw); 3. Bob Lloyd (Hon).

250 AM: 1. Dennis Ptak (Kaw).

250 EX: 1. Cooper Vanic (Hon).

WMN BEG: 1. Shelly Brown (Hon).

WMN EX: 1. Heather McNabb (Kaw).

OPEN BEG: 1. Brian Fullerton (Yam); 2. Matt Hart (Kaw); 3. Robert Gladden (Hon); 4. Syd Woods (Yam).

OPEN NOV: 1. Jayson Monroe (Yam); 2. Jason Orosco (Hon).

OPEN EX: 1. Johnny Campbell (Hon).

30+ BEG: 1. Steve Bussell Jr. (Hon); 2. Pat Boyd (Hon); 3. Craig Sall (Suz); 4. Tim Mounce (Yam); 5. William Moneal III (Kaw).

30+ NOV: 1. Darrel Statham (Yam); 2. Mark Headley (Hon); 3. Greg Maiefski (Hon); 4. Chris Kirby (Yam); 5. Sean Pehr (Hon).

30+ AM: 1. Mike Martin (Yam); 2. Mondo Duran (Suz); 3. Greg Blackwell (Yam); 4. Victor Padilla (Kaw); 5. John Alexander (Kaw).

30+ EX: 1. Jimmy Lewis (CZ); 2. Ron Wilson (Hon); 3. David Donatoni (Hon); 4. Greg Fountain (Yam); 5. Jerry Black (Yam).

40+ BEG: 1. Charlie O'Neil (Hon); 2. Don Huddleston (Yam); 3. David Wensley (Yam); 4. Bart Brimhall (Kaw); 5. Vince Mauzey (Hon).

40+ NOV: 1. Chris Corum (Kaw); 2. Mark Dewberry (Suz); 3. Robert Zingg (Kaw); 4. Wayne Wells (Hon); 5. Barry Brooks (Yam).

40+ AM: 1. Jim Speigle (Hon); 2. Scott Wilson (Kaw); 3. Alan MacDonald (Hon); 4. Tim Holm (Yam); 5. Thomas Englehardt (Yam).

40+ EX: 1. Bob Maxwell (Yam); 2. Ron Wilshire (Hon); 3. Paul Vogelsang (Yam); 4. Danny Sanchez (Hon); 5. Steve Bartley (Kaw).

50+ BEG: 1. Russel Perin (Hus).

50+ EX: 1. Steve Bussell (Hon); 2. Dave Jacobus (Yam); 3. John Knight (Yam); 4. Dennis Patterson (Yam); 5. Larry Owens (Kaw).

4-STRK BEG: 1. Dave Smith (Yam).

4-STRK NOV: 1. David McCord (Yam).

4-STRK AM: 1. Rob Wilshire (Yam); 2. Steve Greene (Hon).

4-STRK EX: 1. Craig Smith (Hon).

TEAM: 1. David Donatoni/Jimmy Lewis; 2. Jason Jeffrey/Johnny Campbell; 3. Craig Smith/Ron Wilson; 4. Greg Fountain/Mike Martin; 5. Chad Blough/Bob Maxwell.

Derschan does the deed at Cedar City Motocross

By Dick Goodwin

CEDAR CITY, UT, JUNE 27

Vegas Power Sports' 125cc hotshoe hammered on the 125cc Junior class as the pride of Sandy Valley, Nevada, traveling up to Cedar Raceway Park in Utah to take on the usual suspects in

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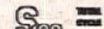
Fri., Aug. 27	• Sign-Up 6 a.m. - 8 a.m. • 8 a.m. Practice • 9:30 a.m. Suzuki East Coast AM Nationals
Sat. Aug. 28	• 8 a.m. Suzuki Coast AM Nationals • 3 p.m. Pro Qualifiers • Women's League Championship
Sun., Aug. 29	• Mazda Truck/AMA 125/250 Pro Motocross Nationals • Practice 9 a.m. • Qualifying 10 a.m. • Racing 1 p.m.
Mon., Aug. 30	• Tony D MX School 9 a.m.

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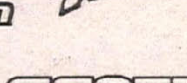
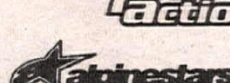
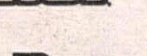


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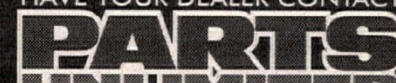
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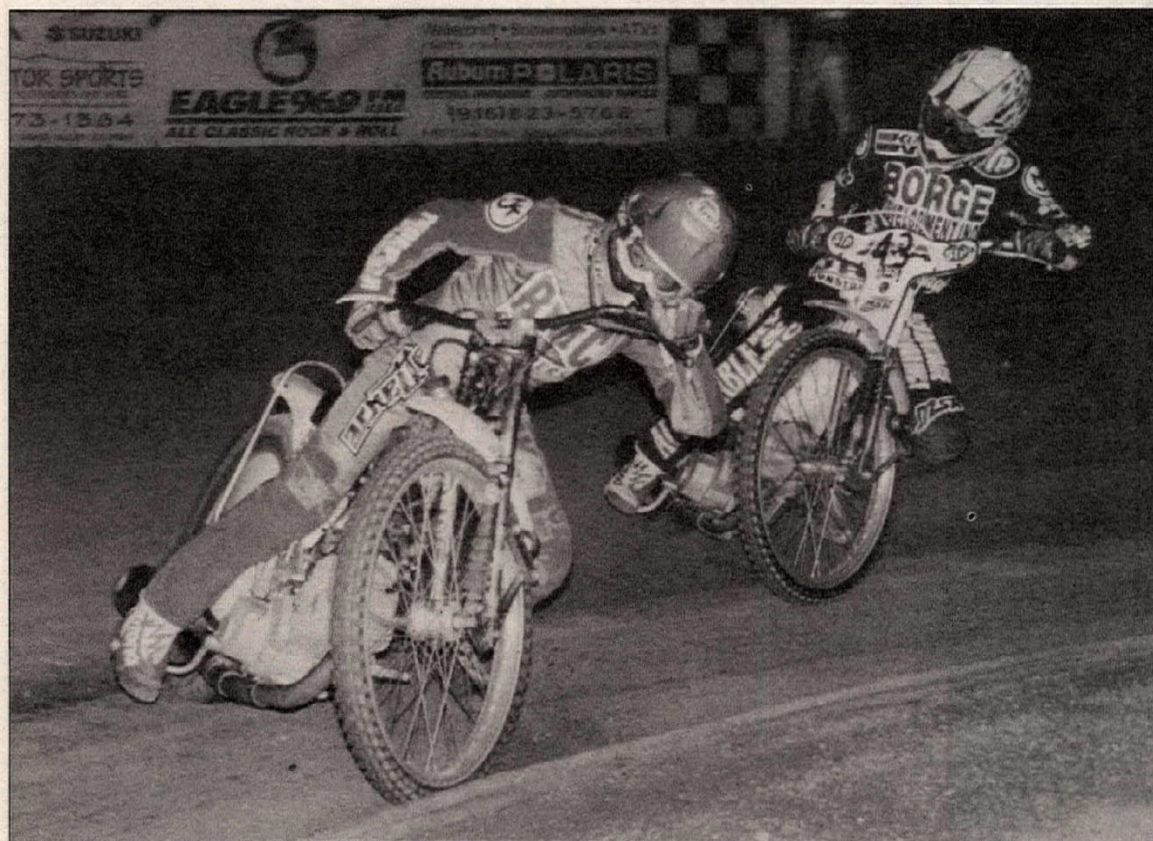
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(Left) Ryan Fisher leads Charlie Venegas on the 20th of 25 laps of the Handicap main event at Fast Fridays in Auburn, California. Fisher went on to take the win, and Venegas finished second.

(Above) Lean, green number 17, Jack Miller, pours it on en route to his third consecutive win in the Vet Novice class at CRC's Saturday night motocross in Palmdale, California.

Sunday's USRA points race. Derschan started out fast, leading Matt Button, Zack Boylen and Clark Ungerman through the first turn. Ungerman made a quick pass for second as Las Vegas riders Joseph Page and Joshua Thurgood closed up to join the lead pack as they roared past the stands for the first time. Derschan, out front in the clean air, kept improving his lead with every lap. Button muscled his way back into second, Page went down in the back of the track, and Thurgood won the battle with Ungerman for third. Derschan won big, while Page got up and battled his way back to fourth.

Derschan shot out in front in race two. With a better start this time, Page was leading Boylen and Ungerman as they all chased the mean green machine. Boylen made a pass for second, but Page got him back in the rhythm section and then set out after Derschan. For a while, it was the Derschan and Page show, as the two lead-foots left the pack and put on a great battle for the lead. Finally, Page grabbed the point for good as the Desert Yamaha ace upped the frantic pace. Page opened up a lead in the late stages of the race and greeted the checkers all by himself to win the race. Derschan finished a solid second, which was good enough to make him the overall 125cc Junior-class winner. Page's first-moto score dropped him to second overall, ahead of Matt Button and Joshua Thurgood.

Las Vegas Ronnie Goodwin also struck gold at Cedar Raceway, as he pushed his Cobra to double wins in the Pee Wee (7-8) class. Goodwin led the pack down the long start straight, with Dillon Glendenning close behind. Tanner Krahenbuhl slashed into second at the first corner. A good battle for third took place between Glendenning, Dacoda Sorochuk and Jeagher LaFountaine. Glendenning held off all challenges to make it a Cobra one-two-three podium.

Goodwin aced the start again and stayed on the pipe to put the second race in the bag. Glendenning finished a solid second, as LaFountaine led Krahenbuhl and Sorochuk across the line. Goodwin took first overall in the Pee Wee (7-8) division and Glendenning nailed down second. Krahenbuhl earned third overall, ahead of LaFountaine and Sorochuk.

Results

P/W SHIT (4-8): 1. Zack Strong (Yam); 2. Austin Hunsaker (Yam); 3. Bryce Smith (Yam); 4. Bryson Palacios (Yam); 5. Tanner Killmer (Yam).
P/W STK (4-6): 1. Blake Savage (KTM); 2. Conner Butterfield (Pol); 3. Jason Murphy (KTM); 4. Levi Hall (Lem); 5. Bo Welcher (KTM).
P/W STK (7-8): 1. Ronnie Goodwin (Cob); 2. Dillon Glendenning (Cob); 3. Jeagher LaFountaine (Cob); 4. Dacoda Sorochuk (Lem); 5. Mitch Ropelato (Hon).
P/W OPEN: 1. Ronnie Goodwin (Cob); 2. Jeagher LaFountaine (Cob); 3. Justin Wallis (KTM); 4. Dakota Hull (KTM); 5. Tanner Krahenbuhl (Cob).
P/W HEADS UP: 1. Jeremy Allred (Yam).
65 JR (6-8): 1. Austin Stucki (Kaw); 2. Ronnie Goodwin (Kaw); 3. Travis Leavitt (Kaw); 4. Colby Sorensen (Kaw); 5. Landon Powell (Kaw).
65 JR (9-11): 1. Brandon Kealamakia (KTM); 2. Brady Powell (Kaw); 3. Jared Partridge (Kaw); 4. Jesse Felter (Kaw); 5. Eric Barlow (Kaw).
85 BEG: 1. Nathan Davis (Yam); 2. Tyler Dawe (Yam); 3. Tyson Kidd (Yam); 4. Cody Wallis (Kaw).
85 JR (7-11): 1. Michael Parker (Hon); 2. Mark Proscelle (Kaw); 3. Brady Powell (Suz); 4. Joshua LaFountaine (Yam); 5. Orrin Wilcock (Suz).
85 JR (12-15): 1. Jake Christensen (Yam); 2. Steven Alba (Yam); 3. Jeremy O'Driscoll (Yam); 4. James Beck (Yam); 5. Justin Jensen (Yam).

85 INT (7-15): 1. Gray Davenport (Yam); 2. Kappy Kealamakia (Kaw); 3. Justin Fraughton (Hon); 4. Tyler Mortensen (Kaw).

S/MINI: 1. Gray Davenport (Yam); 2. Kappy Kealamakia (Kaw); 3. Michael Parker (Hon); 4. Justin Fraughton (Hon); 5. Justin Jensen (Yam).

125/250 BEG: 1. Troy Taylor (Suz); 2. Stephen Todd (Yam); 3. Travis Roberts (Yam); 4. Mike Healy (Hon); 5. Eric Hanson (Yam).
125 JR: 1. Jason Derschan (Kaw); 2. Joseph Page (Yam); 3. Matt Button (Yam); 4. Joshua Thurgood (Yam); 5. Jayson Allen (Yam).

125 INT: 1. Scott Theobald (Yam); 2. Marcus Davis (Yam); 3. Mat Bates (Yam); 4. Dan Price (Yam); 5. Chace Holyoak (Kaw).

125 PRO: 1. Brandon Barnes (Yam); 2. Corey Smith (Suz).
250 JR: 1. Jonnie Boylen (Yam); 2. T.J. Dawe (Yam); 3. Rory O'Neill (Yam); 4. Richard Buhler (Yam); 5. James Swett.

250 INT: 1. David Bush (Kaw); 2. Jordan Dula (Yam); 3. Nick Ware (Yam); 4. Jeremy Dula (Yam); 5. Ryan Bush (Hon).

250 PRO: 1. Kirk Huff (Yam); 2. Brock Krahenbuhl (Yam); 3. Sam Mortensen (Yam).

OPEN JR: 1. Joseph Page (Yam); 2. Jason Derschan (Kaw); 3. Rory O'Neill (Yam); 4. Jordan Barden (Hon); 5. Brad Scott (Yam).
OPEN INT: 1. Scott Theobald (Yam); 2. Charley Rennie (Kaw); 3. Dan Price (Yam); 4. Nick Ware (Yam); 5. Jordan Dula (Yam).

OPEN PRO: 1. Kirk Huff (Yam); 2. Brandon Barnes (Yam); 3. Sam Mortensen (Yam).

25+ JR: 1. Chris Champlin (Hon); 2. Craig Farnsworth; 3. Tony Bate (Hon); 4. Derrick Johnson (Hon).

30+ JR: 1. Wade Welcher (Hon); 2. Scott Nixon (Hon); 3. Mark Smith (Hon); 4. John Tieben (Kaw).

30+ INT: 1. Ken Lund (Hon); 2. Steve Whitney (Yam); 3. Rick Tapp (Hon); 4. Wayne Hunt (Hus); 5. Rich Stucki (Hon).

40+ JR: 1. Kenny Meeker (Hon); 2. Seth Butterfield (KTM); 3. John Tapp (KTM).

WMN: 1. Kelley Adams (Kaw); 2. Kim Bush (Yam); 3. Carolyn Garvey (Yam).

Fisher, Faria fly at Fast Fridays

By M. Sober
Photo by Gen Moore

AUBURN, CA, JULY 2

Fifteen-year-old former multi-time U.S. National Speedway Champion Ryan Fisher showed that sometimes youth can be a greater advantage than experience, as he held on to take the win in the Fast Fridays Speedway version of the Ironman, the once-a-year 25-lap Handicap main event that features 10 riders coming from double their normal handicap distances.

"I felt good until about lap 20 or so," said Fisher, who began the race from the 60-yard line. "After that, I parked once and even ran my front wheel over the pole. I thought I'd lost it right there, but I hear Charlie (Venegas) was also having problems behind me."

Venegas was indeed having his own problems holding on.

"I had to straighten up a couple of times to save myself from crashing," he said. "The last time, with a couple laps to go, it cost me any chance of catching Fisher. Second isn't too bad in a race like this."

Northern California points leader Bart Bast finished in third place after trying a different approach.

"I used to pace myself, and that never worked out, so this year I decided to just run hard all the way," Bast said. "My right leg suffered the most; later on my arms just about gave out. This is one grueling race."

Ian Ferris managed to stay on the lead lap the entire race and cruised home in fourth place. Fifth went to Rich Marcucci, who lead laps three through nine. "Flyin'" Mike Faria began the race

in last place, moved himself up to fourth near the midpoint of the race, appeared to be finished prior to lap 17, and then recovered to eventually finish sixth. Seventh went to Bobby "The Blaze" Hedden, who was the last-placed rider still on the track when Fisher took the checkered flag. Scott McNeil, who started from the zero-yard line, finished eighth, pulling off at the end of the 13th lap. Jimmy "The Jammer" Sisemore parked on lap seven and pulled off shortly thereafter, taking ninth place. Rounding out the field was "Mister Excitement," Billy Janniro, who began the night on a backup bike and barely made four laps before pulling onto the infield to observe the remainder of the race. Amazingly, right after the end of the exhausting 25-lap event, Fisher took a victory lap aboard his RMC/Auburn Outdoor Sports/Thompson Plating/Bill Cody Jawa.

In the Scratch main, Hedden drew the inside pole position. Faria sat in lane two, Fisher was in three and Bast was literally against the crash wall in grid four. Bast seemed to move first as the starting tapes went up, but it was Faria who entered the first turn in front. Faria cleared Hedden and immediately went to work riding the pole. Bast was forced wide by the presence of Fisher but was making up ground on Faria as the quartet headed down the back straight. Bast all but pulled even with Faria as the two completed the first lap. Bast continued to look for a way past Faria, but the former champion was dialed in on the pole and stubbornly refused to be headed. Behind the leaders, Fisher, who looked very fast in his Scratch semi, was running a close third until lap three, when he inexplicably straightened up midway through turn three and shot across the track between Bast and Hedden. Fortunately, Fisher managed to miss the other riders but his move cost him a spot, as Hedden took third. Bast stayed with Faria the entire four laps but couldn't find a way around, and finished in second place. Hedden maintained third and Fisher rolled in fourth.

Results

SCR: 1. Mike Faria (GM); 2. Bart Bast (Jaw); 3. Bobby Hedden (Jaw); 4. Ryan Fisher (Jaw).

HDCP (25-LAP): 1. Ryan Fisher (Jaw); 2. Charlie Venegas (Jaw); 3. Bart Bast (Jaw); 4. Ian Ferris (Jaw); 5. Rich Marcucci (Jaw); 6. Mike Faria (GM); 7. Bobby Hedden (Jaw); 8. Scott McNeil (Jaw); 9. Jimmy Sisemore (GM); 10. Billy Janniro (Jaw).

D-2: 1. Ivan Severt (Wes); 2. Rachelle Kerr (Jaw); 3. Tom Adams (Wes); 4. Harlan Bast (Wes).

D-3: 1. Kevin Ferreira (Jaw); 2. Ron Woodsford (Wes); 3. Bill Dixon (Wes).

D-1 JR: 1. Bryan Yarrow (Jaw); 2. A.J. Jones (Jaw); 3. Jon Curry (Jaw).

D-2 JR: 1. Greg Hooton (Wes); 2. Brenton Bast (BSA); 3. Ray Linn (Wes).

D-3 JR: 1. Chris Olney (Wes); 2. Jeff Butler (Wes); 3. Mark Carrillo (Wes).

It's Miller time - again - at LACR Motocross

By Greg Robertson

PALMDALE, CA, JUNE 19

KX250-mounted Jack Miller appears to be unstoppable in the Vet Novice class. He collected his third consecutive win in as many weeks at California Racing Club's Saturday night motocross races at Los Angeles County Raceway.

In the first moto, Greg Martinez put his Honda into the early lead, ahead of Frank Aragaki, Pasha Afshar and Miller. By the completion of one lap on the J.B. Memorial track, Miller was up into second place and dogging Martinez. Miller studied Martinez for half a lap before knifeing under him in a turn to run out front. Miller easily motored away for the first-moto win over Martinez. Ray Ritzler came from out of the pack to claim third, ahead of Afshar and Shy Moshe.

Due to the fact that the Vets race was the last one on the program, and as the evening's program was running a little ahead of schedule, it was decided that the second moto would be extended to 20 laps. This didn't matter much to Miller - it just meant he would win by a larger margin.

In moto two, Miller rounded the first turn with the lead, and that's all she wrote. By lap three, Miller had a comfortable lead over Martinez that would continue to grow until the checkers fell. Martinez earned second. Once again, Ritzler clawed his way toward the front for third, over Afshar and Moshe.

In what was probably his last ride in the 125cc Beginner class, Yamaha-mounted Brian Kranz took the win in both motos with more than 30 seconds to spare, leaving everyone else to argue over second place. Ryan Thurlow was runner-up to Kranz in the first round, with Cody Spaulding holding off Dustin Bradley by a bike length at the finish for a hard-fought third.

While Kranz disappeared with the second-moto victory, plenty of action took place about half a lap behind him. Thurlow gated in second but quickly came under fire from Spaulding, Darin Chisholm and Bradley. Chisholm prevailed after a motolong duel to finish second, but a crash-induced 11th-place finish in the first moto held him to fifth overall. Bradley came across in third, for third overall behind the 2-4 of Thurlow.

Results

P/W YAM BEG: 1. Eric Kahler (Yam); 2. Zachary Townsend (Yam); 3. Nick Franco (Suz); 4. Andrew Delgado Jr. (Yam).

P/W BEG: 1. Kaelan Hethcote (HM); 2. Christian Harding (HM); 3. Sean Springer (Cob); 4. Colton Sanders (KTM); 5. Devin Wilson (KTM).

P/W ADV: 1. Kevin Carroll (KTM).

S/P/W (4-6): 1. Cody Farrar (KTM); 2. Chris Plouffe (KTM); 3. Keith Robinson (Cob); 4. Chris Deeds (KTM); 5. Chandler Quimette (KTM).

S/P/W (7-9): 1. Tyler Hemme (KTM); 2. Michael Truglia (KTM); 3. Tommy Aquino (Cob); 4. Kyle Kissinger (KTM); 5. Gary Arellano (KTM).

P/W 60: 1. Chandler Quimette (KTM).

P/W 70: 1. Collena Saul (Hon).

60 BEG: 1. Patrick Carroll (Kaw); 2. James Jenkins (Kaw); 3. Tyler Hemme (Kaw); 4. Danford Hethcote (Kaw); 5. Grant Phillips (Kaw).

60 (4-8): 1. Shawn Butler (Kaw); 2. Garrett Lilly (KTM).

60 (9-11): 1. Nick Sanchez (Kaw); 2. Preston Lundin (KTM); 3. Douglas Carter (Kaw); 4. Ken Slater Jr. (KTM); 5. Timmy Ritzler (Kaw).

80 BEG: 1. Kyle Jenkins (Kaw); 2. Timothy McDaniel (Yam); 3. Kasey Morris (Kaw); 4. Tiffany Smith (Yam); 5. Travis Foos (Kaw).

80 (7-11): 1. Dave Carter (Kaw).

80 (12-13): 1. Anthony Barbacovi (Yam); 2. Kyle Foltz (Kaw); 3. Michael Brewer (Hon); 4. Nicholas Burson (Kaw).

80 (14-16): 1. Sam Scanlon (Hon).

S/MINI: 1. Anthony Barbacovi (Yam); 2. Mike Esptein (Yam); 3. Mitchell Alsobrook (Hon); 4. Marcus Enriquez (Hon).

125 BEG: 1. Brian Kranz (Yam); 2. Ryan Thurlow (Kaw); 3. Cody Spaulding (Kaw); 4. Dustin Bradley (Hon); 5. Darin Chisholm (Hon).

125 NOV: 1. Johner Faulkner (Yam); 2. Nick Butterworth (Yam); 3. Brandon Norton (Yam); 4. Shaun Trabert (Kaw); 5. Charles Dana (Yam).

125 INT: 1. Chris Elliott (Yam); 2. Donnie Durrer (Yam); 3. Cody Randall (Kaw); 4. Brent Gilliam (Yam).

250 BEG: 1. Garrett Stines (Hon); 2. Bryan Ward (Yam).

250 INT: 1. Chris Reed (Kaw).

JR VET BEG: 1. Matthew Carroll (Hon); 2. Jason Shearer (KTM); 3. Steve Sageley (Kaw).

JR VET NOV: 1. Pasha Afshar (Yam); 2. Shy Moshe (Suz); 3. Kirk Cothran (Hon).

JR VET INT: 1. Chris Reed (Kaw); 2. Shane Stanley (Yam).

VET BEG: 1. Ron Stewart (Hon); 2. Brandon Brandon (Suz); 3. Ray Becker (Kaw); 4. Brian Merrim (Hon); 5. Mark Purser (Yam).

VET NOV: 1. Jack Miller (Kaw); 2. Greg Martinez (Hon); 3. Ray Ritzler (Kaw); 4. Pasha Afshar (Yam); 5. Shy Moshe (Suz).

VET INT: 1. Leo Saul (Yam).

VET PRO: 1. Edwardo Flippo (Hon).

SR NOV: 1. Scott McDonall (Hon); 2. Ressa Benson (Hon); 3. Richard Bealer (Yam).

SR INT: 1. Bob Dunham (Yam); 2. Kirk Freeman (Yam); 3. Layman Gattis (Yam).

SR EX: 1. Edwardo Flippo (Hon).

Raines shines at Ironman HS

By Bruce A. Snyder

RAWLINGS, MD, JUNE 28

The final round of the Ironman Hare Scramble Series was held at Cliffside Off-Road Park, and more than 130 motorcycle racers lined up for the event. As the first wave of riders was released, a cloud of dust formed that reduced vision to just a few feet. The 7.5-mile course was laid out with several virgin sections and included some new hillclimbs that proved to be quite a challenge to some of the riders. A big downhill also intimidated more than one rider. By day's end, many of the corners had a berm of powderlike dust that was at least six inches deep, which caused some front wheels to wash out. To make things exciting, the Western Maryland Off Road Riders provided a \$700 Expert purse, which was to be paid out to the top five Expert riders for their overall finishes.

In the Open A class, Kawasaki's Jason Raines took the holeshot, which kept him out of the dust until later, when he began to lap riders. Raines came through the scoring barrels on the first lap with a lead of 34 seconds on Suzuki's Ronnie Burnfield. John Rutherford was the third rider through the barrels on the first lap. He was followed by Yamaha-mounted Scott Phillips and Honda rider Andris Lagzdins. On the second lap, Raines still had a lead on Burnfield and Rutherford, but KTM-mounted Brian Keegan had moved from eighth place to fourth place, and Thomas Leupen had brought his Kawasaki to fifth place. On the fourth lap, Raines and Burnfield were still the top two, but Keegan had moved into third place, Suzuki-mounted Jeremy Morris had moved into fourth place, and Lagzdins had taken back fifth place. The top five remained in the same order for the final lap, and Raines' first-place finish clinched the series title. Raines has won every round of the series, making him the undisputed champion of the Ironman Hare Scramble Series.

In the Vet class, Kawasaki-mounted Donald Belt took the lead on the first lap, only to drop out after completing only two laps. Belt was followed by Suzuki-mounted Eric Weiland, KTM-mounted Ray Owens, Kawasaki rider Scott Fontaine and KTM rider Patrick Hanshew. On the second lap, Suzuki-mounted Ronald Stetz moved into first place, where he remained for the rest of the race. Weiland held on to second, and Husqvarna-mounted Mike McIntire moved into third place. Fontaine held on to fourth place, and Owens dropped to fifth place. On the fifth and final lap, the top three riders remained in the same order, but Jeffrey Brady had taken over fourth and Hanshew had moved back into fifth.

Results

O/A: 1. Jason Raines (Kaw); 2. Ronnie Burnfield (Suz); 3. Brian Keegan (KTM); 4. Jeremy Morris (Suz); 5. Andris Lagzdins (Hon).

OPEN A: 1. Jason Raines (Kaw); 2. Ronnie Burnfield (Suz); 3. Brian Keegan (KTM); 4. Jeremy Morris (Suz); 5. Andris Lagzdins (Hon).

OPEN B: 1. Bruce Lowman (Hon); 2. San Clifford (Kaw); 3. John Whitfield (Hon); 4. Louis Girkman (KTM); 5. Steve Bower (KTM).

OPEN C: 1. Jeremiah Ervin (YAM); 2. Len Kapton (KTM); 3. Todd Jones (Kaw); 4. Ted Frank (YAM); 5. Stephen Guenther (Kaw).

VET: 1. Donald Stetz (Suz); 2. Eric Weiland (Suz); 3. Ray Owens (KTM); 4. Jeffrey Brady (Suz); 5. Patrick Hanshew.

VET C: 1. Richard White (Yam); 2. Fred Schmidt (Yam); 3. Reese Jones (Yam); 4. Paul Clary (Suz); 5. Lawrence Hopper (KTM).

4-STRK: 1. Leroy Shook (Hus); 2. Jonathan Skinner (Yam); 3. Ronald Johnson (Hon); 4. Stephen Green (KTM); 5. Tom Anania (Hon).

4-STRK C: 1. Don Beadling (Yam); 2. Robert French (Hon); 3. David Suter (Hon).

SR: 1. David Fiola (Suz); 2. James Vicheck (Yam); 3. Mark Mihalik (Hon); 4. Randall Hillegas (KTM); 5. Robert Kohibus (Hon).

200 B: 1. James Roberson (Hon); 2. Ronald Hartman (KTM); 3. Robert Shughart (Kaw); 4. Tim Swamer (Kaw); 5. Kevin Anerson (Hon).

200 C: 1. Chad Tasker (Kaw); 2. Mike Mihalik (KTM); 3. Jerome Fischer (KTM); 4. Glenn Schaffer (YAM); 5. Jason Fisher (KTM).

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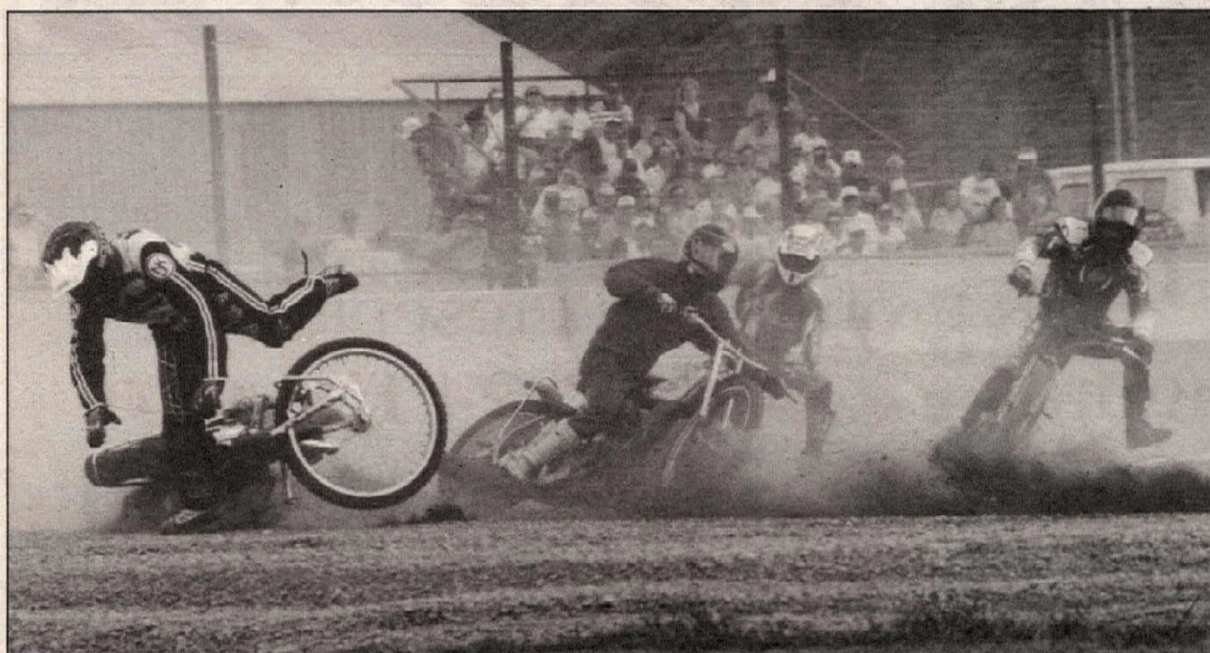
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(Left) Shane McAfee high-sides in the first heat race at Salmon Speedway in Idaho, as Tom Sherman, Dan Pignotti and Dan Knudsen motor under him. McAfee won the rest of the heats on his way to the Division One victory.
(Above) Patrick Carroll won the 60cc Beginner contest during CRC's Saturday night motocross at Los Angeles County Raceway.

McAfee, McKenzie McWinners at Salmon Speedway

By Shane McAfee
Photo by Carol Shefts

SALMON, ID, JUNE 19

The sixth round of the Budweiser Intermountain Speedway Racers Association Dirt Track Series was held on a warm Saturday evening at the Salmon, Idaho, Fairgrounds, and Shane McAfee, on his fresh-out-of-the-crate, upright, Castle Creek Outfitters/Cycle Sleds & Saws/Intermountain-sponsored 884 Jawa, took the overall Division One win.

After high-siding the bike on the second lap of the first heat while trying to get around Jeff Watters, McAfee went on to win in the remaining heats to take the overall win. Watters had a consistent night of racing, finishing just one point behind McAfee for second place. Third place went to Weslake rider Dan Pignotti. Hometown rider and track-prep man Tom Sherman captured fourth place, and Dan Knudsen took fifth.

Randy McKenzie, from Thompson Falls, Montana, fresh off a win at Meridian Speedway in Boise, took the overall win of the evening. Randy was consistent through the whole evening of racing, finishing no less than third in any of his races. With a pit crew that consists of five kids and a beautiful wife, McKenzie can't lose! Past Salmon Division Two winner Marty Shefts corralled second place after his bike quit in the first heat. Montana's Mike Hanson took third. Fourth went to Herb Worford. Cody Stone took fifth.

In the Open Expert Class C race, "Old-Timer" Tom Sherman, on his 600cc Rotax, won the exciting main event on the quarter-mile track. Honda-mounted Dan Knudsen was leading the main until he got loose coming out of turn two and almost did the top tank-slapper of the night, just barely straightening it out for turn three. Knudsen finished second to Sherman, with Cody Stone taking third. Fourth went to Carley Sherman, Tom's daughter, on her Honda, and fifth went to Yamaha-mounted Rich Clark.

The 250cc class was won by motocross specialist Tom Dolan. Second went to Montana Vintage rider Ron Fenner on his Bultaco, third went to Division One speedway winner Shane McAfee on his Triumph, and fourth went to Honda-mounted Tyson Sustaire.

Results

D-1: 1. Shane McAfee (Jaw); 2. Jeff Watters (Jaw); 3. Dan Pignotti (Wes); 4. Tom Sherman (Jaw); 5. Dan Knudsen (Jaw).
D-2: 1. Randy McKenzie (Jaw); 2. Marty Shefts (Jaw); 3. Mike Hanson (Jaw); 4. Herb Worford (Jaw); 5. Cody Stone (Jaw).
250: 1. Tom Dolan (Hon); 2. Ron Fenner (Bul); 3. Shane McAfee (Tri); 4. Tyson Sustaire (Hon).
OPEN EX: 1. Tom Sherman (Rtx); 2. Dan Knudsen (Hon); 3. Cody Stone (Hon); 4. Carley Sherman (Hon); 5. Rich Clark (Yam).

Scroggins hogs the spotlight at Cahokia Creek Hillclimb

By Bud Northrup

WHITE CITY, IL, JUNE 19

The Cahokia Creek Dirt Riders ran their first hillclimb of 1999 at their hill near White City, Illinois, with local rider John Scroggins emerging as the star of the show. Scroggins, from Staunton, Illinois, and Alvin's Doug Campbell were the only riders of the evening able to break into the three-second bracket, and both did it in the 600cc class.

Scroggins, riding a CR500, turned in a scorching 3.929 seconds on his first ride to set

the fast-time target, and then sat back to see if anyone could top him. No one could, but Campbell came close in the second round as he flew his KX500 over in a sizzling 3.957 seconds, and Butch Feters nearly joined the three-second club as he sailed his Honda over the top in 4.012 seconds for third place. Mark Peters and Kevin McKay filled out the top five in the class.

No rider was able to claim a double win, but Randy "Buzz" Green came close on his beautiful Harley as he claimed the win in the Open class and finished second in the Pushrod competition. Green's first-round time of 4.332 seconds was good enough to hold up for the win in the Open class, with Feters coming closest on his new Harley climber with a 4.468-second run. Green was even faster in the Pushrod class, delivering a fine 4.267-second time on his first ride, but "Flyin'" Bob Fisher flew his Superior Cycle Sportster over in a roaring 4.099 seconds to overtake Green on his second round. Green's second ride was good, but his 4.443-second time left Fisher with the win, with Feters turning in another good run, 4.383 seconds, for third place. Feters was very impressive for his first time out on his Harley, and he will be a major threat from now on in this big-bore class. Young Jacob Bailey, 15, is also getting better and better on his 800cc Triumph, and he took fourth place with a 4.564-second time, beating his dad, Terry, who turned 4.734 seconds on his 1608cc Harley for fifth place. Jacob also took third in the Open class with a good 4.539-second ride.

Results

80 YTH: 1. Billy Short (Hon); 2. Damon Mayo (Hon); 3. Nick Mayo (Hon); 4. Jacob Tackitt (Yam); 5. Chuck Mathewson (Kaw).
200: 1. Dan Janus (Hon); 2. Scott Sheets (Kaw); 3. Dwayne McKee (Yam); 4. Richard Sergett (Kaw).
250: 1. Justin Meyers (G-G); 2. Ryan Duff (Hus); 3. Jason Lemon (Kaw); 4. Alex Roth (Yam); 5. John Elliot.
400: 1. John Potter (Suz); 2. Steve Chestnut (Yam); 3. Mike Lineback (KTM); 4. Doug Campbell (Kaw).
600: 1. John Scroggins (Hon); 2. Doug Campbell (Kaw); 3. Butch Feters (Hon); 4. Mark Peters (KTM); 5. Kevin McKay (Kaw).
750: 1. Jacob Shaffer (Yam); 2. Tom Daniels (Kaw); 3. John Potter (Yam); 4. Jim Redpath (Yam); 5. Josh Carrier (Tri).
OPEN: 1. Randy Green (H-D); 2. Butch Feters (H-D); 3. Jacob Bailey (Tri); 4. Scott Sheets (H-D); 5. Steve Shafer (H-D).
SR: 1. Kevin McKay (Kaw); 2. Richard Potter (Yam); 3. Terry Bailey (H-D); 4. Bob Fisher (H-D); 5. Gayle Jenkins (Hon).
PROD: 1. Bob Fisher (H-D); 2. Randy Green (H-D); 3. Butch Feters (H-D); 4. Jacob Bailey (Tri); 5. Terry Bailey (H-D).
FAST TIME: John Scroggins, 3.929 (Hon).

Faria, Fisher kings of CycleLand Speedway

By M. Sober

CHICO, CA, JULY 3

For the second night in a row, Speedway's wonder kid, Ryan Fisher, came out on top in the main event. The former Junior Speedway Champion outlasted five of Speedway's best backyard racers to claim the Handicap main win at Lowell Morrell's legendary CycleLand Speedway. Not one to be left at the gate, "Flyin'" Mike Faria matched Fisher's streak in the Scratch main, taking the night's richest payday for the second night in a row.

Robert Curry lined up for the Handicap main on the 30-yard line, just outside of Fisher. Faria, Bobby Hedden, Bart Bast and Billy Janniro were all spaced out across the 50-yard line. Curry got the start from the 30, but the red flag came out and warnings were issued to the 50-yarders. On the next try, both Curry and Faria slowed up immediately after the start, sensing the uneven start and expecting a red flag, which they got. The third try was indeed a charm and Curry was again the first rider to turn one. Fisher stayed

right with Curry as the six riders circled the tricky, clay-banked oval for the first time. Faria was the first of the back-yardage guys to get away and he soon attacked the outside dirt line, looking to pull around Fisher and then Curry. Hedden also tried the outside but wasn't making up much ground, and eventually finished sixth. At the completion of the first turns of the third lap, Janniro suddenly shot up between Curry and Fisher, splitting the two and sending Curry toward the outside hay-bale line. Fisher barely held the lead, and Janniro continued the attack as the two took the white flag. Coming out of turn two for the final time, Janniro hit a dry spot and had to send his Jawa into save mode, which left Fisher clearly in the lead. Fisher didn't falter the rest of the way and had the win on his RMC/Thompson Plating/Bill Cody/Auburn Outdoor Sports Jawa. Janniro held on to second. Faria garnered third. Curry recovered to finish fourth, and Bast was fifth.

In the Scratch main, Faria drew the pole. Curry, who was awarded a spot in the main after Janniro lost the transfer spot when his muffler came loose in the Scratch semi, lined up to Faria's right in lane two. Hedden was stationed in lane three, and Fisher drew the outside. When the starting tapes flew, so did Faria. The cagey veteran was out to a multiple-bike-length advantage before the race reached the second set of turns. Curry was second off the line and held the runner-up spot until midway through the second lap, when he parked coming out of turn two, allowing Fisher to take over the pursuit. But Faria was gone aboard his BZ Honda of Reno/Oilzall/JRM/STP GM. Hedden started in three and rode the outside line to a third-place finish. Fisher held on to second place, and Curry took fourth.

Results

SCR: 1. Mike Faria (GM); 2. Ryan Fisher (Jaw); 3. Bobby Hedden (Jaw); 4. Robert Curry (Jaw).
HDPC: 1. Ryan Fisher; 2. Billy Janniro (Jaw); 3. Mike Faria; 4. Robert Curry; 5. Bart Bast (Jaw).
D-2: 1. Don Webster (Jaw); 2. Tom Adams (Jaw); 3. George Snodgrass (Wes); 4. Harlan Bast (Wes).
D-3: 1. Tom Odekirik (Jaw); 2. Ivan Severt (Wes); 3. Vince Bertolucci (Jaw).
JR: 1. A.J. Jones (Wes); 2. Bryan Yarrow (Jaw); 3. J.T. Mabry (Jaw).

Gonzalez, Carroll clean up at LACR

By Greg Robertson

PALMDALE, CA, JUNE 26

Danny "Speedy" Gonzalez and Patrick Carroll flew their KX601s to identical 2-1 scores en route to the 60cc (4-8) and 60cc Beginner-class overall wins, respectively, at Los Angeles County Raceway during California Racing Club's Saturday night motocross.

The first 60cc (4-8) moto didn't look too promising for Gonzalez, as he had a little bit of trouble on the start and found himself a good distance behind not only his class, but all the 60cc (9-11) riders who were on the same gate. At the other end of the field was 60cc (4-8) rider Trent Pugmire, who was leading both classes. Pugmire put in a flawless moto to easily take the win, topping all the older riders in the process. Gonzalez charged the entire moto to close to within 10 seconds of Pugmire and finish second, ahead of Garrett Lilly.

Things were more evenly matched in the second moto. Gonzalez got a much better start and was able to challenge Pugmire on the opening lap. Unfortunately, the anticipated battle would

have to wait. Pugmire tipped over in a rutted corner on lap two, and by the time he got restarted, he was buried in the middle of the 9- to 11-year-old age group, and Gonzalez was long gone.

Pugmire did an admirable job of slicing up through the older riders to catch Gonzalez by the white flag. Pugmire looked to have the speed to get around Gonzalez, but Gonzalez put his IMS/PAX/AC Racing Kawasaki into blocking mode on the last lap to hold him off for the overall win.

In the first 60cc Beginner moto, Grant Phillips grabbed the early lead over the all-Kawasaki field. Phillips' lead lasted half a lap before Carroll took charge and immediately started to pull away. By the halfway point, Carroll had a comfortable 10-second lead, only to stall his bike, which allowed James Jenkins and J.B. Peek to run one-two. Jenkins went down a short time later, with Peek gladly accepting the lead, and the first moto win. Carroll got back around Jenkins for second overall.

Phillips reeled off another holeshot to lead round two, but by the end of the opening lap it was a battle between Jenkins and Carroll for the top spot. Jenkins and Carroll were inseparable until midway, when Carroll found a little something extra and pulled away for the win. Peek overcame a bad start to go 1-3 to edge out the 3-2 of Jenkins, for second overall.

Results

P/W YAM BEG: 1. Louis Smith Jr. (Yam); 2. Andrew Delgado (Yam).
P/W BEG: 1. Zach Springer (HIM); 2. Bryon Howells (KTM).
P/W ADV: 1. Christian Harding (HIM).
S/P/W (4-6): 1. Chris Plouffe (KTM); 2. Cody Farrar (KTM); 3. Keith Robinson (Cob); 4. Chris Deeds (KTM).
S/P/W (7-9): 1. Michael Truglia (KTM); 2. Tommy Aquino (Cob); 3. Armando Aguilar (KTM); 4. Max Ladieu (Cob); 5. Christopher Brackett (KTM).
60 BEG: 1. Patrick Carroll (Kaw); 2. J.B. Peek (Kaw); 3. James Jenkins (Kaw); 4. Colton James (Kaw); 5. Grant Phillips (Kaw).
60 (4-8): 1. Danny Gonzalez (Kaw); 2. Trent Pugmire (Kaw); 3. Garrett Lilly (KTM).
60 (9-11): 1. Bryce Terzian (KTM); 2. Nick Sanchez (Kaw); 3. Ken Slater Jr. (KTM); 4. Preston Lundin (KTM); 5. Douglas Carter (Kaw).
80 BEG: 1. Nick Sanchez (Suz); 2. Nick Stretch (Hon); 3. Timothy McDaniel (Yam); 4. Travis Foos (Kaw); 5. Justin Hilliger (Yam).
80 (7-11): 1. Tye Harries (Kaw); 2. Kyle Jenkins (Kaw); 3. Derreck Murphy (Suz).
80 (12-13): 1. Ryan Roybal (Hon); 2. Jimmy Gonzalez (Yam); 3. David Norris (Hon); 4. Michael Brewer (Hon); 5. Cody Sandefur (Hon).
80 (14-16): 1. Sam Scanlon (Hon); 2. Jimmy Patrick (Yam).
S/MINE: 1. Louie Santiago (Hon); 2. Mike Epstein (Yam).
125 BEG: 1. Chris Resnick (Hon); 2. Darin Chisholm (Hon); 3. Ryan Thurlow (Kaw); 4. Peyton Schmidt (Yam); 5. Adam Bergeron (Hon).
125 NOV: 1. Brandon Norton (Yam); 2. Shaun Trabert (Kaw); 3. Brian Kranz (Yam); 4. Charles Dana (Yam); 5. Steve Harbison (Suz).
125 INT: 1. Chris Elliott (Yam); 2. Jeff Eide (Kaw); 3. Donnie Durrer (Suz); 4. Brandon Staddon (Yam).
250 BEG: 1. Jeff Versepunt (Yam); 2. Adam Quick (Yam); 3. Travis Sabadin (Kaw); 4. Arturo Galeazzi (Suz); 5. Ricky Mathieson (Yam).
250 NOV: 1. Corey Murphy (Yam); 2. Ryan Weissenbach (Hon); 3. Neil Chisholm (Hon); 4. Jason Cave (Suz).
250 INT: 1. Chris Reed (Kaw).
JR VET BEG: 1. Matt Carroll (Hon); 2. Adam Quick (Yam); 3. Ami Azoulay (Kaw); 4. Dan Schuyler (Yam).
JR VET NOV: 1. Gabi Abayou (Hon); 2. Pasha Afshar (Yam); 3. David Williams (Hon); 4. Jason Cave (Suz); 5. Kirt Cothran (Hon).
JR VET INT: 1. Chris Reed (Kaw).
VET BEG: 1. Vinny Lowry (Yam); 2. Ron Hickman (Yam); 3. Darren Lowry (Yam); 4. Greg Stacy (Yam); 5. Brian Merrill (Hon).
VET NOV: 1. Jack Miller (Kaw); 2. Derrik Arnold (Hon); 3. Pasha Afshar (Yam); 4. Ray Ritzler (Kaw); 5. David Williams (Hon).
VET INT: 1. Leo Saul (Yam).
VET EX-PRO: 1. Eduardo Trippio (Hon).
SR NOV: 1. Kenny Kopecky (Kaw).
SR INT: 1. Bob Dunham (Yam); 2. Larry Williams (Yam).
SR EX: 1. Eduardo Flippo (Hon); 2. Norm Schiel (Hon).
O/T NOV: 1. Art Jung (Kaw); 2. Ed Lormish; 3. Sam English (Kaw); 4. Asker Larnkjaer (Suz); 5. John Webb (Hon).
O/T AM: 1. Brian Farmer (Kaw); 2. Charles Howell (Yam); 3. Don Meiner (Kaw); 4. Hank Owen (Kaw); 5. Randall Sandefur (Yam).
O/T EX: 1. Greg Robertson (Hon); 2. Bob Dunham (Yam); 3. Kirk Freeman (Yam); 4. Herbert Allen (Kaw); 5. Scott McDonald (Hon).
O/T MSTR B: 1. G.L. Williams (Yam); 2. Norm Schiel (Hon).

Bacon brings it home at Moreland's Motocross

By Kevin Mitchell

STANTON, MI, JUNE 27

Predicting the weather can be very tricky, as Moreland's MX track crew found out. After a hot and dry race on Saturday, Moreland's decided to water the track heavily for Sunday's race. However, Mother Nature played a trick and dumped two inches of rain on the area overnight.

Many riders decided to stay home and not compete in the mud - which is not a good idea, because if racers want to be top professionals, they need to learn how to ride in the mud. This will teach many skills that carry over to other aspects of motocross. Also, on the national circuit, there are no "throw-away" events, so racers need to be competitive no matter what the conditions.

Those who were not afraid to get dirty had a great day of racing. The 50, 60 and 80cc classes all had a good turnout for the muddy conditions.

Adrian Ford of Fenton, Michigan, topped siblings James and Sara Roberts of Waterford, Michigan, in the 50cc Shaftdrive class.

In 80cc Beginner competition, local riders dominated, with Nathaniel Bacon of Shepard, Michigan, defeating Stuart Alexander of Vestaburg.

By the start of afternoon practice, the sun had started to come out and the track was drying out nicely. More riders came out, making for fair-sized classes. Professional motocrosser Matt Maximoff of Brighton came out to show how to fly in the mud, and he completely dominated the combined 250cc A and B motos.

Results

50 BEG: 1. Tommy Richter III (Yam); 2. Jacob McCloud (Yam); 3. Robert Hallberg (Yam); 4. Bretten Ritter (Yam); 5. Dean Taylor (Suz).

50 JR: 1. Dougie Moline (Cob).

50 SHAFT: 1. Adrian Ford (Yam); 2. James Roberts (Yam); 3. Sara Roberts (Yam); 4. Michael Foreman (Suz); 5. Kyle Dryer (Hon).

50 SR: 1. Ashley Fiolek (Pol); 2. Chad Cooley (Pol); 3. Jared Cline (Cob); 4. Nicholas Curtis (Lem).

60: 1. Jordan P. Dryer (Kaw); 2. Aaron Clements (Kaw); 3. Trevor Donie (Kaw); 4. Kurtis Lee (Kaw); 5. Casandra Regal (Kaw).

80 BEG: 1. Nathaniel Bacon (Yam); 2. Stuart Alexander (Hon); 3. Andrew Rehkoep (Kaw); 4. Robert Lytle (Hon); 5. Dan Ragone (Yam).

80 (7-11): 1. Andrew Chupp (Hon); 2. Adam Harden (Kaw); 3. Cody Clary.

80 (12-15): 1. Scotty Thomason (Suz); 2. Josh Bracken (Hon).

125 A: 1. Shawn MacDonald (Yam).

125 B: 1. Bruce Clary; 2. Bryce A. Drake (Kaw); 3. Jesse Adkins (Kaw); 4. Jimmie T. Henfling (Yam); 5. Sean Spranger (Kaw).

125 C: 1. Corey Urbain (Yam); 2. Elijah Rosenberg (Kaw); 3. Matt Ford (Kaw); 4. Ronnie S. Keefer (Yam); 5. Jonathan Gale (Yam).

125 JR: 1. Sean Spranger (Kaw).

250 OPEN A: 1. Matt Maximoff (Kaw); 2. Thomas Barron (Kaw).

250 OPEN B: 1. John Petsnick (Suz); 2. Kenny Ryan (Yam); 3. Michael Robishaw (Kaw); 4. Shane Herriman (Yam); 5. Chad Morehouse (Kaw).

250 OPEN C: 1. Mark Meuhlen (Hon); 2. Jonathan Gale (Yam); 3. Joe Mahoney (Hon); 4. Joey Armstead (Yam); 5. James Stein (Kaw).

16-24: 1. Shawn MacDonald (Yam); 2. Noah Sears (Hon); 3. David George (Hon).

25+: 1. Mark Cooper (Yam).

30+: 1. Sidney Martin (KTM).

35+: 1. Craig Chupp (Hon).

50+: 1. Robert C. McWilliams (KTM).

BMBR: 1. Troy Dufort (Hon); 2. Ronald Durepo (KTM).

NON-CUR: 1. Bruce Clary.

WMN: 1. Brandy Chupp (Kaw).

Williams top-billed at PITS Trial

By John Silva

CISCO GROVE, CA, JUNE 26

Bob Williams Jr. conquered the tough sections and the competition to win the Modern Bike Master class in the Pacific International Trials Society's Heads Up! Vintage & Beginner Trial at the beautiful PITS property near Cisco Grove. The event was the fourth round of the PITS "Good Old Days" high-point series, and, as promised, the sections crafted by organizers Rick Wolff and Dennis Thompson were on the tough side, although everyone seemed to enjoy the challenge.

Riders took a go at seven sections, except for the Novice riders, who skipped the big climb up to section seven. Beginners were also given the option of retiring after three laps or taking their best three out of four; being hearty PITS riders, most opted to meet the challenge and ride all four loops.

In the Modern Bike Master class, Williams turned in the best card on the first lap, with a precedent-setting four points, followed by Don Malsbary (10) and Fred Musta (14). Musta turned in the second-lap low card with seven points, but Williams was close with a nine, and Malsbary not far off with a 12. Williams turned up the heat with another four on the third loop, but Malsbary came in with a six, and the three-way battle stayed alive as Musta recorded a seven-point loop. Musta ended up matching Williams for the best single-lap class score with a four on his final lap, but even that wasn't

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Team Green Weekend
Schedule of Events

FRIDAY, SEPT 3

Amateur Sign-up: 8am

Race Format: One long moto

Rider Fee: \$20 ALL CLASSES

Adm. \$45 (Fri/Sat/Sun. Ticket; No Refund)

SATURDAY, SEPT 4

Amateur Sign-up: 7am

Race Format: One long moto

Rider Fee: \$20 ALL CLASSES

Pro Practice: 3:30pm

Adm. \$33 (Sat/Sun. Ticket; No Refund)

SUNDAY, SEPT 5

Adm. \$20

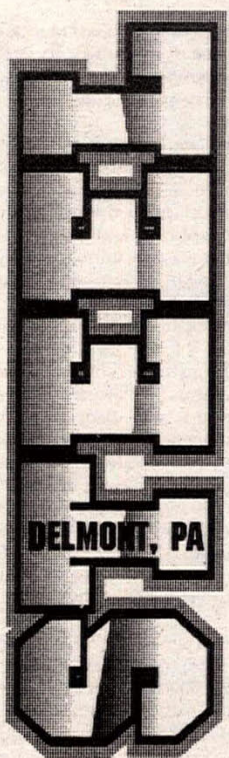
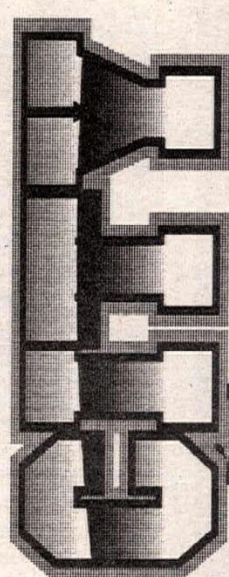
125/250cc Pro National MX Championships

Qualifiers: 10:30am

Main Event: 1pm - Rain or Shine

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DIRECTIONS: 12 miles east of PA Turnpike off Rt 22 near Delmont, take Rt 66 N 3 miles then right at VW Bug on pole onto Slickville Road, half mile on right

Thursday: Any parking before 6pm is \$25 additional per vehicle. Amateur Sign-up 8pm - 10pm
Begins 6pm Thursday: Weekend camping available for AMA members and families (Fees charged per vehicle)
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(Left) Brad Letcher (114) leads C.J. Beving (14L) en route to the Open Pro TT victory at Saddleback Race Park in Sioux Falls, South Dakota. (Above) Ben Heckmann dug deep and won the Youth Novice class at the PITS Trial in La Porte, California.

enough to derail Williams, who tallied a five on the final lap. When it was over, Williams was on top with 22 points, followed by Musta (32) and Malsbary (43).

Modern Classic Master-class winner Mike Kelley's ride resulted in only 27 points. Runner-up Bob Klos' 54 points are testament to how challenging the one line was.

Bruce Kelley had a best-lap score of one point while on his way to the Modern Classic Advanced win with 17 points. Second- and third-placed Bill Laudner (23) and Tom Rawson (26) were in the hunt to the very end.

The Modern Bike Advanced contest was won by Devon Heckmann, whose 18 points undercut Joe Capra (22); Paul Benedict (27); Marvin Benedict (45) and Dan McManus (70).

Don Kelley had a 44-point total for the Premier Lightweight Advanced win.

Results

MDRN BK MSTR: 1. Bob Williams Jr. (G-G); 2. Fred Musta (G-G); 3. Don Malsbary (Bet).
MDRN BK ADV: 1. Devon Heckmann (Bet); 2. Joe Capra; 3. Paul Benedict; 4. Marvin Benedict; 5. Dar McManus.
MDRN BK INT: 1. Tuoy Dickerson; 2. Brian Parker (Yam); 3. Lee Bailey (Mon); 4. Toni VanGaasbeek (G-G).
PREM L/W ADV: 1. Don Kelley (Tri).
PREM L/W INT: 1. Bruce Stevens (Gre); 2. Bill McClinton.
MDRN CLSC MSTR: 1. Mike Kelley (Yam); 2. Bob Klos.
MDRN CLSC ADV: 1. Bruce Kelley (Yam); 2. Bill Laudner; 3. Tom Rawson (Bul).
MDRN CLSC INT: 1. Fred Eldred (Bul); 2. John Silva (Hon); 3. David Jeter (Mon).
MDRN CLSC NOV: 1. Chad Johnston (Suz).
EXHIB: 1. Guy VanGaasbeek (Bet).
JR ADV: 1. Max Malsbary (Fan).
JR INT: 1. Travis Crawford.
JR NOV: 1. Ben Heckmann (Bet); 2. Amber Jones (Bet); 3. Matt Silva (Yam); 4. Kyle Kindall (Hon).

Wenz wends his way to two at SVCC Short Track

By Kristi Letcher

SIoux FALLS, SD, JUNE 12

Sheldon Wenz grabbed the top spot in two of the three Pro-class main events during round two of the SVCC Short Track season. Wenz showed the competition the fast way around the Saddleback Race Park track by taking wins in the Open Pro and 250 Pro classes.

Wenz lined up for the 250 Pro race with fire in his eyes. At the drop of the flag, Wenz and C.J. Beving were gone. Wenz had the lead, and Beving began working his new trademarked high line. Rick Reed was in third, with Brad Letcher in fourth. Wenz tried to get away early, but Beving would not let go, using the high line to get a good drive out of the corners. The battle for third heated up as Letcher constantly switched lines, going side by side with Reed for several laps until Letcher secured the position and began chasing Beving. Wenz steadily pulled a lead and took the checkered flag, with Beving in second, and Letcher and Reed in third and fourth.

Wenz had one win under his belt on the night, but the Open Pro class was left. Wenz's RM 250 rocketed off to the lead at the slightest move of the flagman's hand. Honda-mounted Bob Anderson and Beving battled side by side for the second position, while Pete Tapkin and newcomer Randy Beeke slid in to make it a four-rider battle. Anderson eventually rode clear of the three-rider battle for third. Wenz had a comfortable lead from the get-go, with Anderson and the rest of the roaring 600s chasing. Beeke passed Beving in turn two on the low side as Tapkin tried to ride through the gap between the riders. At the next corner, Beving reclaimed the position by using the high line. Beving,

Beeke and Tapkin changed positions for several laps, with no one having an advantage. Anderson began slowly cutting into Wenz's lead with two laps to go. Beving had a three-bike-length lead over Beeke and Tapkin as the white flag flew. Wenz wheeled to the checkered flag with his second win of the night, with Anderson in second. Beving grabbed third, with Beeke beating Tapkin by a whisker for fourth.

Results

MINI 50: 1. Alex Jorgensen (Hon); 2. Derik Laddusaw (Kaw); 3. Luke Lambrecht (Suz); 4. Ryan Robbins (KTM); 5. Tanner Tracy (Kaw).
MINI 60: 1. Jacob Ahl (Kaw); 2. Alex Jorgensen (Cob); 3. Colby Harshfield (Kaw); 4. Ryan Degen (Kaw); 5. Mike Kruger (Kaw).
MINI 80 A: 1. Tony Bissel (Kaw); 2. Gerod Olivier (Kaw); 3. Nick Laddusaw (Yam); 4. Jason Swift (Hon); 5. Robert Thompson (Kaw).
MINI 80 B: 1. Colton Trendle (Kaw); 2. Cody Powell (Kaw); 3. Gregory Dougherty (Suz); 4. Nick Feist (Yam); 5. Riley Johnson (Suz).
SM ENG: 1. Ryan Deighton (Hon); 2. Tony Bissel (Kaw); 3. Danielle Beving (Kaw); 4. Nick Laddusaw (Yam); 5. Jason Swift (Hon).
250 A: 1. Roger Wasson (Kaw); 2. John Morris (Kaw); 3. Tom Kevrens (Hon); Scott Studer (Yam); 4. Mike Robbins (Kaw); 5. Trey Pfeifer (Yam).
OPEN A TT: 1. Scott Studer (Yam); 2. Greg Dougherty (Hon); 3. Dana Walker (Yam); 4. Troy Lang (Hon); 5. Mike Robbins (Kaw).
OPEN A: 1. Dennis Melcher; 2. Roger Wasson (Kaw); 3. Scott Studer (Yam); 4. John Morris (Kaw); 5. Dick Vencker.
250 PRO: 1. Sheldon Wenz (Suz); 2. C.J. Beving (Hon); 3. Brad Letcher (Hon); 4. Rick Reed (Kaw).
OPEN PRO TT: 1. Brad Letcher (Hon); 2. C.J. Beving (Hon); 3. Sheldon Wenz (Suz); 4. Mike Johnson (Yam); 5. Rick Reed (Kaw).
OPEN PRO: 1. Sheldon Wenz (Suz); 2. Bob Anderson (Hon); 3. C.J. Beving (Hon); 4. Randy Beeke (Hon); 5. Pete Tapkin (Hon).

Adams again at Willow Springs Road Race

By Eric Vincent

ROSAMOND, CA, JULY 17-18

Curtis Adams made it two in a row as he captured his second straight Toyota Unlimited Formula One Road Race victory in the seventh round of Willow Springs Motorcycle Club action at Willow Springs International Raceway.

Adams wasted no time in powering into the lead off the line on his Dunlop-shod Suzuki GSX-R1100, with Dean Vincent emerging in second and Lucio Nicolodi rounding out the top three. For the first few laps, Nicolodi sat in Vincent's shadow while Adams progressively opened up a larger gap on the rest of the field.

In lap five of the 12-lap sprint, Nicolodi drafted and passed Vincent on the inside of turn one. Vincent didn't back off, and two laps later he drafted and attempted to get past Nicolodi at the same spot on the race track. However, Nicolodi held strong and kept Vincent in third.

As the next-to-last lap got under way, Vincent once again closed up on Nicolodi. However, he was still unable to make the move, and at the line it was Adams with the win, with Nicolodi second and Vincent in third.

"The bike ran extremely well. Once you get comfortable with the motorcycle, you can ride it to its full potential," said Adams after the race of his Suzuki GSX-R, which is several years old.

In the Bridgestone/Racer's Edge Formula Two GP, Bryan Kovarick grabbed the holeshot off the line, with Bryce Gross hot on his tail. Down the back straight, Gross powered past Kovarick on his Hollywood Motorcycles-sponsored Yamaha R6 to take over the lead. But Kovarick wasn't willing to give up just yet, and he continued to hang in Gross' draft. Meanwhile, Steve Ottinger, running in third, was challenged and passed by Jerry Evans.

For the remainder of the 10-lap race, Kovarick looked for every opportunity to get past Gross. In particular, Kovarick routinely powered up and would nearly pass Gross in the long turn-eight sweeper.

Starting the final lap, Kovarick moved alongside Gross exiting turn two, but was shut out going into turn three. A few seconds later, the leaders came up on a lapped rider. Gross made it past without a problem, but Kovarick was slowed slightly. That was just enough to prevent Kovarick from making another challenge for the lead, and at the line it was Gross with the win, followed by Kovarick in second and Evans in third.

The Public Imaging/ Thousand Oaks Honda HRC 125cc Grand Prix turned into a real dogfight as four racers battled for the win. Initially, Vicky Jackson-Bell was in front of the pack, followed by Erik Dadej in second and LaVaughn Daniel in third. Daniel made an initial attempt to get past Dadej in turn eight on the first lap but was shut out. However, on lap two of the 10-lap event, she powered past Dadej as the racers went down the back straight and into turn eight. However, Dadej retook second three turns later.

Just past the halfway point, Bell suddenly slowed, pulled into the hot pits, and then returned to the race. That moved Dadej into the lead, with Daniel in second and Stephen Bowline in third. But Dadej's hold on the lead was still precarious, as Daniel was looking for any way to get past him. She found her spot rounding turn two, pushing Dadej into second.

Daniel remained unchallenged for the lead for the rest of the race, and she took the win, followed by Dadej in second and Bowline in third.

Results

F-1: 1. Curtis Adams (Suz); 2. Lucio Nicolodi (Duc); 3. Dean Vincent (Yam); 4. Bryce Gross (Suz); 5. Kevin President (Yam).
F-2: 1. Bryce Gross (Yam); 2. Bryan Kovarick (Suz); 3. Jerry Evans (Yam); 4. Jacob West (Suz); 5. Steven Ottinger (Hon).
F-3: 1. LaVaughn Daniel (Hon); 2. Erik Dadej (Hon); 3. Stephen Bowline (Hon); 4. Kevin Murray (Yam); 5. Mark Loveland (Hon).
F-40: 1. Stephen Hewitt (Yam); 2. Steven Ottinger (Hon); 3. Claudio Szyszkowski (Duc); 4. Michael Gephart (Yam); 5. Tom Sera (Yam).
500 S/STK: 1. Joe Hammond (Yam); 2. Red Star Cleveland (Yam); 3. Evans Brasfield (Kaw); 4. Steven Moonitz (Yam); 5. Aaron Lunsford (Yam).
600 S/STK: 1. Ken Chase (Suz); 2. Bryce Gross (Yam); 3. Bryan Kovarick (Suz); 4. Jeremy Toye (Yam); 5. Ben Welch (Yam).
750 S/STK: 1. Bryce Gross (Suz); 2. Marc Palazzo (Suz); 3. Chris Taylor (Suz); 4. Ken Kramer (Kaw); 5. Ed Gaites (Suz).
OPEN S/STK: 1. Kevin President (Yam); 2. Karl Lowry Jr. (Suz); 3. Ken Chase (Yam); 4. Clinton Whitehouse (Yam); 5. Stephen Hewitt (Yam).
550 S/BK: 1. Joe Hammond (Yam); 2. Jim Dobson (Yam); 3. Red Star Cleveland (Yam); 4. Aaron Lunsford (Yam); 5. Joe Anderson (Yam).
650 S/BK: 1. Bryce Gross (Suz); 2. Dale Keifer (Yam); 3. Bryan Kovarick (Suz); 4. Jeremy Toye (Yam); 5. Jerry Evans (Yam).
750 S/BK: 1. Richard Headley (Yam); 2. Bryce Gross (Suz); 3. Peter Robbins (Duc); 4. Claudio Szyszkowski (Duc); 5. Cesar Meza (Suz).
OPEN S/BK: 1. Curtis Adams (Suz); 2. Dean Vincent (Yam); 3. Kevin President (Yam); 4. Chad Jensen (Suz); 5. Clinton Whitehouse (Yam).
500 MOD PROD: 1. Joe Hammond (Yam); 2. Red Star Cleveland (Yam); 3. Steven Moonitz (Yam); 4. Aaron Lunsford (Yam); 5. Jay Koblenz (Kaw).
600 MOD PROD: 1. Ken Chase (Suz); 2. Karl Lowry Jr. (Suz); 3. Bryan Kovarick (Suz); 4. Tony Meiring (Hon); 5. Jacob West (Suz).
750 MOD PROD: 1. Bryce Gross (Suz); 2. Marc Palazzo (Suz); 3. Cesar Meza (Suz); 4. Chris Taylor (Suz); 5. Ken Kramer (Kaw).
OPEN MOD PROD: 1. Kevin President (Yam); 2. Richard Headley (Yam); 3. Clinton Whitehouse (Yam); 4. Stephen Hewitt (Yam); 5. David Molitor (Yam).
BOTT L/W: 1. James Hillier (Kaw); 2. Darren Fulce (Yam); 3. Michael Doyle (Kaw); 4. Brian Osborne (Kaw); 5. Evans Brasfield (Kaw).
BOTT M/W: 1. Richard Headley (Duc); 2. Jody Hendley (H-D); 3. Roger Sgarbossa (Hon); 4. Amir Aveneri (Suz); 5. Lloyd Johnson (Duc).
BOTT H/W: 1. Lucio Nicolodi (Duc); 2. Richard Headley (Duc); 3. Peter Robbins (Duc); 4. Claudio Szyszkowski (Duc); 5. Clark Freatman (Suz).

500 SGL: 1. Scott Spears (Hon); 2. Carlin Dunne (Hon); 3. Steven Allen (Suz); 4. Larry Cochran (Hon); 5. Kelly Nielsen (Hon).

660 SGL: 1. Danny Farnsworth (Hon); 2. Scott Fabbro (Suz); 3. Christopher Morrow (KTM); 4. Kevin Jump (Suz).

F-SGL: 1. Carlin Dunne (Hon); 2. Scott Spears (Hon); 3. Kevin Jump (Suz); 4. Steven Allen (Suz); 5. Larry Cochran (Hon).

L/W VINT: 1. Jim Dobson (Yam); 2. Scott Spears (Hon); 3. Danny Farnsworth (Hon); 4. Larry Cochran (Hon); 5. Dave Gardner (Yam).

H/W VINT: 1. Jim Dobson (Yam); 2. Dennis Fryer (Hon); 3. Todd Boudreaux (Kaw); 4. Larry Cochran (Hon); 5. Brad Gitchell (Suz).

SDCR: 1. Richard Murray (Kaw); 2. Roderick O'Conner (Suz); 2. Leon Von Orsdale (Suz); 4. Wendy Epstein (Yam); 5. Terry Richards (Hon).

SOLO GT LIGHTS (0-500): 1. Balz Renggli (Apr); 2. Joe Hammond (Yam); 3. Brian Osborne (Kaw); 4. Daniel Bond (Hon); 5. Steven Moonitz (Yam).

SOLO GTU (0-650): 1. Bryce Gross (Suz); 2. Tony Silvera (Suz); 3. Jacob West (Suz); 4. Toby Trainer (Suz); 5. Eric Anderson (Hon).

SOLO GTO (651+): 1. Curtis Adams (Suz); 2. Dean Vincent (Yam); 3. Marc Palazzo (Suz); 4. Alan Burtt (Suz); 5. Mark Chadwick (Suz).

0-500 L/W NOV: 1. Michael Moser (Apr); 2. Anthony Lawson (Hon); 3. Mino Miyashiro (Hon); 4. Loren Chun (Hon); 5. Kelly Nielsen (Hon).

501-650 M/W NOV: 1. Robert Manley (Hon); 2. Kacy Campbell (Hon); 3. Jeff Rockett (Hon); 4. Jason Stein (Yam); 5. Andrew Cunningham (Kaw).

651-OPEN H/W NOV: 1. Jeff Russell (Suz); 2. John Mueller (Duc); 3. Doug Coleman (Duc); 4. Mickey Giacomazzi (Duc); 5. Daniel DiNardo (Yam).

Heckmanns dig up gold at PITS Trial

By Darlene Williams

LA PORTE, CA, JUNE 19

The Heckmann family took two class wins in Observed Trials competition at round three of the Sacramento PITS 1999 "Good Old Days" Vintage-Beginner Championship series, and Devon Heckmann topped the Modern Bike Advanced class, while Ben Heckmann won the Junior Novice division.

The event was held in and around the mine tailings next to the historic little town of La Porte, with nine new sections designed by organizers David Brickley and Vern Browning. Riders enjoyed a fun loop linking sections littered with interesting obstacles, all in a setting steeped in Old West history. Great scenery abounded, and if you looked at the scene below from the top of the hillclimb at section eight, it was easy to imagine the days of the Gold Rush, with hundreds of miners working the "diggins" below, and a La Porte main street bustling with men, wagons and horses headed for the back-country mines.

In the Modern Bike Two class, Devon Heckmann kept his serieslong win streak alive with a 15-point ride and victory over Mike Schweitzer (18) and Andy Lawrence (35).

Bill Laudner cleaned nine sections en route to the Modern Classic Advanced win, while accumulating 58 points on a tough two-line. The only remaining two-line competitor was Max Malsbary, who also chalked up a score of 58 points to notch the Junior Advanced-class win.

The Modern Bike Three class was a Parker picnic, with Brian Parker taking first with a score of 22 points, and Gary Parker nabbing third place with a 39-point trial. In the middle of the "Parker Sandwich" was Tuoy Dickerson, who slipped in there for second, with 37 points.

The Junior Novice riders all agreed the sections were challenging but fun, and the loop trails made it a great trial even for beginners. When the fun was over, Ben Heckmann grabbed first with a one-point ride, followed by Matt Silva (9), Andy Malsbary (19) and Max Naff (21).

Results

EXHIB: 1. Guy Van Gaasbeek (Bet).
 PREM L/W INT: 1. Bruce Stevens (Gre).
 MDRN CLSC INT: 1. John Silva (Yam).
 MDRN CLSC ADV: 1. Bill Laudner (Yam).
 MDRN BK MSTR: 1. Shawn Freiling (Bet); 2. Bill Hines (Fan).
 MDRN BK ADV: 1. Devon Heckman (Bet); 2. Mike Schweitzer (Bet); 3. Andy Lawrence.
 MDRN BK INT: 1. Brian Parker (Yam); 2. Tudy Dickerson; 3. Gary Parker (Yam).
 YTH ADV: 1. Max Malsbary (Fan).
 YTH INT: 1. Travis Crawford.
 YTH NOV: 1. Ben Heckmann (Bet); 2. Matt Silva (Yam); 3. Andy Malsbary (Yam); 4. Max Naff (Suz).

Thiele's the real deal at Missouri Hare Scrambles

By Frank Leivan

FAIRFAX, MO, JUNE 27

Team Green Kawasaki rider Chris Thiele overcame treacherous conditions to claim the overall win at the fifth round of the Missouri Hare Scrambles Championship. Having finished second in three of the previous events, Thiele took the lead early and stayed out of trouble on the tricky course to secure his first win of 1999.

The course was in perfect condition on Saturday, but a strong thunderstorm rolled in later that evening and dumped two inches of rain in an hour. Some quick rerouting allowed the race to happen, and all the eager souls who showed up to participate got more than their fair share of mud-riding experience.

A small field of riders set out to navigate a roughly 6-mile course that was extremely slippery due to the clay-based terrain. Many riders spent the entire two hours just attempting to complete a single lap. While the AA riders made things look easy by turning in six laps and averaging a "speedy" 15 mph, just 40 riders completed a lap, and a two-lap ride virtually ensured a top-20 overall finish.

Thiele snatched yet another holeshot on his J&W Cycles/Scott/Moose/CTI-backed KX250, with fellow J&W rider Chris Nesbitt and SCR/Yamaha WR400 rider Steve Leivan in pursuit. Nesbitt took an early spill and Leivan moved into second.

Near the completion of the first lap, the leaders encountered riders from some of the last rows, who were still trying to negotiate the motocross section of the course where the race started. Thiele and Leivan moved through the traffic and finished the first lap in 21 minutes. Nesbitt checked in another three minutes back in third, with Tanner England another minute back, in fourth.

With lapped riders occupying the best lines, lap two was more difficult. Thiele and Leivan were able to make it through the major bottlenecks without much trouble.

With lap two complete and the leaders lapping some of the riders who would ultimately finish in the top 10 overall, Thiele held a lead of a minute and a half over Leivan, who had 3 1/2 minutes on Nesbitt. England still held fourth, another four minutes down.

On lap three, Leivan lost any chance at victory. While going through the section of trail on which he had experienced problems on the previous lap, Leivan became hopelessly hung up and lost more than 18 minutes to Thiele.

Thiele had stretched his lead to nearly six minutes over Nesbitt after the third lap. England moved up to third, another seven minutes back, while Kevin Borts was in front of the A class and fourth overall. Leivan held on to fifth.

Thiele and Nesbitt completed lap four still separated by the same margin, with both riders working through traffic cleanly and riding error-free for the most part, while turning in almost identical lap times of 24:26 and 24:22, respectively.

England still held third, but Leivan was closing in after moving past Borts and turning a 22-minute lap. On the fifth circuit, Thiele got stuck in the same section that had claimed Leivan earlier. Thiele lost three minutes to Nesbitt, who had closed the gap to just over two minutes with a lap to go.

"I had to try a new line up the hill and got hung up on a log," explained Thiele. "There were so many lines through there that by the time I got going, I didn't know if someone had passed me or not. After that, I tried to ride conservative and stay out of trouble."

Thiele did just that on the final lap and put another minute between himself and Nesbitt on his way to victory. When Thiele came in to take the checkered flag, he was surprised to find out that he had won.

Nesbitt equaled his best finish of the season with runner-up honors.

"I had some problems here and there but never got hung up really bad," Nesbitt said, "which is worth a lot in a race like this."

Leivan pulled out all the stops on the last lap, moving around England to take third.

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England finished fourth, his best ride of 1999. Brandon Forrester finished fifth. Borts, who won the A class for the first time this year, claimed sixth overall, while 125 B-class winner Jason Dill kept his Kawasaki buzzing to dominate the class and finish seventh overall. Dill was the only rider in the class to complete more than one lap, turning in five laps in 2:27:26.

Results

O/A: 1. Chris Thiele (Kaw); 2. Chris Nesbitt (Yam); 3. Steve Leivan (Yam); 4. Tanner England (Yam); 5. Brandon Forrester (Yam); 6. Kevin Borts (Suz); 7. Jason Dill (Kaw); 8. Gary Mittelberg (Kaw); 9. Bobby Duncan (Yam); 10. David Dillingham (KTM).

AA: 1. Chris Nesbitt (Yam); 2. Steve Leivan (Yam); 3. Tanner England (Yam); 4. Brandon Forrester (Yam); 5. Kevin Boyle (Hon).

A: 1. Kevin Borts (Suz); 2. Gary Mittelberg (Kaw); 3. Bobby Duncan (Yam).

125 B: 1. Jason Dill (Kaw); 2. James Sloan (Yam); 3. Matt Jameson (KTM).

200 B: 1. Pat Declue (KTM).

250 B: 1. Bryan Roy (Kaw); 2. Matt Weiss (Yam); 3. David Von Holten (Suz); 4. Keith Jackson (Yam); 5. Bill Webster (Yam).

250 C: 1. Michael Hamilton (Yam); 2. Aaron Hightower (Yam); 3. Junior Swearingin (Yam); 4. Jeff Thorp (Kaw); 5. Jake Johnson (Yam).

OPEN B: 1. Duane Rambo (Hon); 2. Chris Sloan (Yam).

4-STRK B: 1. Gary Pilant (Hon); 2. John Acton (Hon); 3. Joseph Armon (Hon); 4. Stan Gregor (Hon); 5. Joe Rodgers (Yam).

VET: 1. Carl Dobson (KTM); 2. Tom Eidam (Suz); 3. Don Haney (Kaw); 4. Scott Lappe (Hon).

SR: 1. David Dillingham (KTM); 2. Brad Barnett (Yam); 3. Keith Kibort (Yam); 4. Bill Gold (Yam); 5. Andy Long (Suz).

S/SR: 1. Gerald Frericks (KTM); 2. Frank Leivan (Yam); 3. Lee Glenn (Hon).

JR: 1. Steve Akers (Kaw); 2. Patrick Myers (Kaw); 3. Sam Lawson (Hon); 4. Cameron Mittelberg (Kaw).

TR: 1. Mike Schaefer (Hon).

Faria finishes first at Fast Fridays

By M. Sober
Photo by Gen Moore

AUBURN, CA, JULY 9

Multi-time California State Speedway Champion Mike Faria took home the trophy for winning Fast Fridays' Scratch main. After the race, the amiable Speedway star from Reno presented his first-place plaque to one of his biggest fans.

"I overslid the groove slightly in turn one after the start," said Faria. "I thought I might lose the lead right there, but nobody got by me, and so here I am giving my winning trophy to Terri."

Faria's win was made a little easier by Charlie Venegas, who got himself excluded from the race when he lunged prematurely and broke the starting tapes.

"I think Faria sucked me into the tapes there a little bit, but it's my own fault," said Venegas. "I gotta do a better job of reading the starter's timing. I'll be back to get them next week."

Jimmy Sisemore drew the pole for the Scratch main but did not get off the starting line in time to beat Faria to the first turn. Faria went into turn one and slid off the groove. Sisemore went wide into the loose dirt. Bobby Hedden started the night's final race from lane two and began pursuing Faria on the low line but drifted out wide, eventually falling to third place in the late going when Sisemore recovered and moved underneath him on the blue groove. Once Faria righted his first-turn bobble, he was all but gone to the checkered. Sisemore maintained second place, and third went to Bobby Hedden. Venegas was credited with a fourth-place finish.

In the Handicap main, former Junior rider Ian Essary started at the front of the pack on the 10-yard line. Stationed at the 20-yard stripe were Robert Curry and Ian Ferris. Former Junior icon Ryan Fisher and the recently returned Tommy Hedden were at the 30, and Charlie Venegas sat alone back on the 50. Curry outgated Ferris to move into second and Fisher

took over fourth ahead of Hedden as the pack slid through the first set of turns. The only other change in the running order came late in the race when Venegas took fifth place away from the tiring Hedden. None of the riders were able to move up on the fast, slick groove, and Essary piloted the freight train home to the checkered flag. Curry held second, Ferris was third, Fisher fourth, Venegas fifth and Hedden rolled home in sixth place.

Results

SCR: 1. Mike Faria (GM); 2. Jimmy Sisemore (GM); 3. Bobby Hedden (Jaw); 4. Charlie Venegas (Jaw).

HDCP: 1. Ian Essary (Jaw); 2. Robert Curry (Jaw); 3. Ian Ferris (Jaw); 4. Ryan Fisher (Jaw); 5. Charlie Venegas (Jaw); Tommy Hedden (Jaw).

D-2: 1. Ivan Sevart (Wes); 2. Richard Powell (Jaw); 3. Mark Thomas (Jaw).

D-3: 1. Harry Bradwell (Wes); 2. Ivan Sevart (Wes); 3. Mark Thomas (Jaw).

D-1 JR: 1. Jon Curry (Jaw); 2. Eric Carrillo (Jaw); 3. Bryan Yarrow (Jaw).

D-2 JR: 1. Greg Hooton (Wes); 2. Alex Marcucci (Wes); 3. Brenton Bast (BSA).

D-3 JR: 1. Chris Olney (Wes); 2. Danny Easley (Wes); 3. Mark Carrillo (Wes).

Holland tracks down Bounty Hunter MX win

By Brandon Gilles

LOS BANOS, CA, JULY 3, 1999

Rusty Holland, on his number-62 Honda, won the California Motocross Association/Clawson Motorsports Bounty Hunter Series race, going up against the toughest competition of the day.

It all started with the riders lined up one after another, the fast in the front and the fastest in the back. And who better to start in the last-place position than Holland? Sure enough, by the completion of the first lap, Holland had plowed through the rest of the pack and made a cozy home for himself in seventh place. But it was obviously not cozy enough: With only six men standing in his way, Holland quickly and almost effortlessly climbed into first by the end of the second lap. He stayed in first place for the remainder of the race.

Far behind, another man was ready to make a giant leap: Jess Medley, who also started in the rear of the pack, was now in the third-to-last position. He was able to climb quickly into ninth. Like Holland, he was not satisfied with his current placing. Gaining one position per lap for the next three laps brought Medley into fifth, where he encountered an obstacle in the form of Billy Jurevich. Within two laps, Medley had passed Jurevich, and he went on to finish fourth. Jurevich finished fifth.

The one man who was able to challenge Holland throughout the entire race was Nathan Woods, who is known in the Bounty Hunter Series for his numerous main-event victories. This time he fell one place short. Maintaining second throughout most of the race, he struggled to keep up with Holland. Woods followed Holland from the start, using Holland as sort of a windshield, and he climbed up into second. Ryan Morais was also close behind the leaders for the whole race, finishing in third.

Results

BNTY HNTR: 1. Rusty Holland; 2. Nathan Woods; 3. Ryan Morais; 4. Jess Medley; 5. Billy Jurevich.

50 STK BEG (0-6): 1. Hunter Alfonso (KTM); 2. Frank Wolfson (Suz); 3. Nickolas Seound (KTM); 4. Landon Cohen (HM); 5. Jeremy Young (KTM).

50 STK NOV (0-6): 1. Joshua Greco (Cob).

50 STK BEG (7-8): 1. Justin Young (KTM); 2. Richard Rinauro (KTM); 3. Josh Phillips (Cob); 4. P.J. Leshinsky (KTM).

50 STK NOV (7-8): 1. Eric Poth (Cob).

50 MOD NOV: 1. Shawn Murphy (KTM); 2. Kyle Kessinger (KTM); 3. Chris Gilbert (Yam); 4. Logan Cohen (HM); 5. Brandon Nicholson (KTM).

(Left to right) Mike Faria edged out Jimmy Sisemore in the Scratch main during Speedway action in Auburn, California.

60 BEG (0-8): 1. Richie Thomas (Kaw); 2. Eric Poth (KTM); 3. Joshua Duppong (KTM); 4. Daniel Pederson (Kaw); 5. Richard Rinauro.

60 NOV (0-8): 1. Nicolas Baker (KTM); 2. Preston Mull (Kaw).

60 INT (0-8): 1. Dustin Pipes (Kaw).

60 BEG (9-11): 1. Morgan Styles (Kaw); 2. Ethan Flores (Kaw); 3. Matthew Williams (KTM); 4. Kyle Baldson (Kaw); 5. Bendi Seound (Kaw).

60 NOV (9-11): 1. Beau Wiegand (Kaw); 2. Joey Harris (Kaw); 3. Nathan Hollister (Kaw); 4. Kramer Patterson (Kaw); 5. Joey Iffert (Kaw).

60 INT (9-11): 1. Justin Enos (KTM).

80 BEG D-1: 1. Cameron Bowman (Hon); 2. Beau Wiegand (Suz); 3. Megan Elliot (Kaw); 4. Ryan Reifner (Yam); 5. Jeremy Kneisly (Yam).

80 BEG D-2: 1. Kramer Pederson (Suz); 2. Nick Baldson (Yam); 3. Kevin Starkweather (Suz); 4. Nick Kneisly (Yam); 5. George Douglas (Yam).

80 NOV: 1. Justin Woods (Yam); 2. Robby Baptista (Hon); 3. Casey Hinson (Suz); 4. Travis Perryman (Yam); 5. Johnny Mason III (Yam).

80 INT: 1. Eric McCrummen (Yam).

125 BEG D-1: 1. Mike Starkweather (Yam); 2. Joshua Foursha (Suz); 3. Jeff Fariar Jr. (Yam); 4. Jeremy Weatherly (Suz); 5. Josh Weatherly (Suz).

125 BEG D-2: 1. Kevin Palmer (Suz); 2. James Hoak (Hon); 3. Chris Van Meter (Yam); 4. Brent Dixon (Hon); 5. Ryan Cecil (Suz).

125 NOV: 1. Scooter McCormack (Suz); 2. Brad Betschart (Yam); 3. Dana Drake (Suz); 4. Robert Haun (Yam); 5. Rick Berhorst (Hon).

125 INT: 1. Ryan Morais (Yam); 2. Nick McBride (Yam); 3. Robert Harold (Yam); 4. Billy Jurevich (KTM); 5. Mathew McCrummen (Yam).

125 PRO: 1. Rusty Holland (Hon); 2. Nathan Woods (Yam); 3. Mike Newnham (Yam).

250 BEG D-1: 1. Mike Starkweather (Yam); 2. Steve Slaney (Kaw); 3. Bud Thompson (Yam); 4. Donny O'Keefe (Hon); 5. Justin Madison (Suz).

250 BEG D-2: 1. Terry Page (Hon); 2. Javier Silvera (Yam); 3. Brad Kyle (Yam); 4. Ken Gardenhire (Kaw); 5. Braden Varney (Suz).

250 NOV: 1. Jimmy Scott (Yam); 2. Gar Gladders (Hon); 3. Willie Lorscheider (Hon); 4. Matt Silva (Kaw); 5. Justin Brooks (Hon).

250 INT: 1. Billy Jurevich (KTM); 2. J.R. Archutowski (Hon); 3. Kevin Chapman (Yam); 4. Brian Gardner (Suz).

250 PRO: 1. Rusty Holland (Hon); 2. Donovan Mitchell (Yam); 3. Jess Medley (Suz); 4. Curt Wilcox (Cag).

25-29 BEG: 1. Donny O'Keefe (Hon); 2. David Blair (Hon).

25-29 NOV: 1. Dana Drake (Suz); 2. Bob Mitchell (Hon); 3. Anthony Leimas (Yam); 4. Matt Silva (Kaw); 5. Jason Vasilakos (Hon).

25-29 INT: 1. John Moore (Hon); 2. Mike Hodges; 3. Brian Gardner (Suz).

VET BEG: 1. Robert Craig (Suz); 2. Johnny Chavez (Hon); 3. Chip Jones (Yam); 4. Aaron Garfinkel (Yam); 5. Bob Dittmer (Yam).

VET NOV: 1. Dave Henderson (Suz); 2. Mark Lopez (Hon); 3. Bob Mitchell (Hon); 4. Jason Vasilakos (Hon); 5. David Genoni (Hon).

VET EX: 1. John Moore (Hon).

VET PRO: 1. Willie Surratt (Yam); 2. Hank Armendariz (Suz); 3. Randy Alvarado (Hon); 4. Jessie Holguin (Yam); 5. Johnny Souza (Hon).

O/T NOV: 1. Kevin Wilkinson (Yam); 2. Mitch Weatherly (Hon); 3. Greg Douglas (Hon); 4. Nick McKinnon (Yam).

WMN: 1. Lynette Wosick (Yam); 2. Brenda Burson (Kaw).

Holland captures Bounty Hunter MX win

By Brandon Gilles

LOS BANOS, CA, JULY 10, 1999

The grandstands were full as hundreds of excited fans gathered at the Los Banos Fairgrounds to witness the top 12 riders of the day battle to the end. The main event of the California Motocross Association/Clawson Motorsports Bounty Hunter Series brought together many familiar faces, including the winner of the previous week's Bounty Hunter, Rusty Holland, who rode his number-62 supreme racing machine to another overall victory.

Starting out in the very last position, Holland had a big challenge on his hands. Within the first lap and after seven passes, Holland found himself in fifth place, but he wasn't about to stop there. Struggling to pass Honda rider J.R. Archutowski, Holland fell to eighth. Taking only about half a lap to regain his position, Holland was once again confident that there was more to come. He stumbled into second two laps later. It was here that Holland had possibly met his match.

Kawasaki jockey Craig Truglio was filled with determination and, like Holland, he was out for victory. Truglio, who started toward the middle of the pack, was also increasing in the standings. On the second lap, he was holding on to a steady third place. By the third lap, Truglio had overcome his competition, and he held the first-place position for the next three laps. Holding back Holland through the fourth and fifth laps was not easy, and Truglio was definitely still pushing for the win. This put Truglio in second place. He finished in third after falling behind Kawasaki rider Scott Davis on the ninth lap.

From that point it was home free for Holland. Davis, who was in the top five since the fourth lap, finished in second, with Craig Truglio right behind in third. Following Truglio was Turbo Reif, and Jess Medley rounded off the top five.

Results

BNTY HNTR: 1. Rusty Holland (Hon); 2. Scott Davis (Kaw); 3. Craig Truglio (Kaw); 4. Turbo Reif (Hon); 5. Jess Medley (Hon).

50 STK BEG (0-6): 1. Chris Sanders (Cob); 2. Zak Fredrickson (Cob); 3. Hunter Alfonso (KTM); 4. Frank Wolfson (Suz); 5. Nickolas Seound (KTM).

50 STK NOV (0-6): 1. Joshua Greco; 2. Dylan Trujillo (KTM); 3. Ty Keenom (Cob).

50 STK BEG (7-8): 1. Richard Rinauro (KTM); 2. Josh Phillips (Cob); 3. Shayne Perryman (KTM); 4. Lonnie Owen (Lem); 5. Justin Martin (HM).

50 MOD NOV: 1. Eric Poth (Cob); 2. Brandon Nicholson (KTM); 3. Chris Gilbert (Yam); 4. Kyle Kessinger (KTM).

60 BEG (0-8): 1. Eric Poth (KTM); 2. Joshua Duppong (KTM); 3. Ruben Hernandez III (Kaw); 4. Daniel Pederson (Kaw); 5. Richie Thomas (Kaw).

60 NOV (0-8): 1. Preston Mull (Kaw); 2. Nicolas Baker (KTM).

60 INT (0-8): 1. Dustin Pipes (Kaw).

60 BEG (9-11): 1. Kyle Baldson (Kaw); 2. Matthew Williams (KTM); 3. Jacob Breman (Kaw); 4. Bendi Seound (Kaw); 5. Michael Hales (Kaw).

60 NOV (9-11): 1. Nathan Hollister (Kaw); 2. Beau Wiegand (Kaw); 3. Joey Harris (Kaw); 4. Ryan Martin (Kaw); 5. Andrew Deslaga (KTM).

60 INT (9-11): 1. Matthew Spencer (Kaw); 2. Greg Fouts (KTM); 3. Tyler Freeman (Kaw); 4. Justin Enos (Kaw).

80 BEG D-1: 1. Nick Market (Hon); 2. Cameron Bowman (Hon); 3. Nick Thiel (Kaw); 4. Corey Pennington (Suz); 5. David Blair (Suz).

80 BEG D-2: 1. Beau Wiegand (Suz); 2. Kyle Zarr (Suz); 3. Marcus Bradshaw (Yam); 4. Brandon Freeman (Kaw); 5. Scott McKinnon (Yam).

80 NOV: 1. Casey Hinson (Suz); 2. Justin Woods (Yam); 3. Robby Baptista (Hon); 4. Rory Radovich (Hon); 5. Race Lacey (Suz).

80 INT: 1. Eric McCrummen (Yam).

125 BEG D-1: 1. Mike Starkweather (Yam); 2. Andre Todd (Hon); 3. Joshua Foursha (Suz); 4. Josh Weatherly (Suz); 5. Chris Van Meter (Yam).

125 BEG D-2: 1. Michael Cabral (Kaw); 2. Ryan Cecil (Suz); 3. Paul Fonte (Yam); 4. John Wilder (Yam); 5. Andre Filimon (Hon).

125 NOV: 1. Scooter McCormack (Suz); 2. Gary Ludlum (Hon); 3. Robert Haun (Yam); 4. Bryan Gordon (Yam); 5. Rick Berhorst (Hon).

125 INT: 1. Sam Sawdew (Yam); 2. Turbo Reif (Hon); 3. Craig Truglio (Kaw); 4. Ty Lacey (Suz); 5. Matthew McCrummen (Yam).

125 PRO: 1. Hawk White (Suz); 2. Jess Medley (Hon); 3. Mike Newnham (Yam).

250 BEG D-1: 1. Steve Slaney (Kaw); 2. Mike Starkweather (Yam); 3. Justin Madison (Suz); 4. Bryson Pederson (Yam); 5. Donny O'Keefe (Hon).

250 BEG D-2: 1. Josh Borcharding; 2. Daniel Maya (Hon); 3. Terry Page (Hon); 4. Shawn Buck (Hon); 5. Javier Silvera (Yam).

250 NOV: 1. Gar Gladders (Hon); 2. Jimmy Scott (Yam); 3. Brad Betschart (Yam); 4. Robert Blake (Kaw); 5. Craig Humphrey (Yam).

250 INT: 1. Billy Jurevich (KTM); 2. J.R. Archutowski (Hon); 3. Craig Truglio (Kaw); 4. Kevin Chapman (Yam); 5. Ty Lacey (Suz).

250 PRO: 1. Rusty Holland (Hon); 2. Scott Davis (Kaw).

500 BEG: 1. William Halsey (Hon).

25-29 BEG: 1. Donny O'Keefe (Hon); 2. Mark McDaniel (Hon); 3. John Ballesteros (Hon).

25-29 NOV: 1. Matt Silva (Kaw); 2. Bob Mitchell (Hon); 3. Dana Drake (Suz); 4. Jason Vasilakos (Hon).

25-29 INT: 1. Kevin Wise (Yam); 2. Brian Toline (Suz); 3. Frank Cornwall (Yam).

VET BEG: 1. Aaron Garfinkel (Yam); 2. Robert Craig (Suz); 3. Mike Jones (Yam); 4. Johnny Chavez (Hon); 5. Tim Weberling (KTM).

VET NOV: 1. Dave Henderson (Suz); 2. Bob Mitchell (Hon); 3. Jason Vasilakos (Hon); 4. Mark Lopez (Hon); 5. David Thompson (Yam).

VET INT: 1. John Connelly (Yam); 2. Frank Cornwall (Yam).

VET PRO: 1. Hank Armendariz (Suz); 2. Johnny Souza (Hon); 3. Jessie Holguin (Yam).

O/T NOV: 1. Greg Douglas (Hon); 2. Mitch Weatherly (Hon); 3. Robert Fields (Yam); 4. Nick McKinnon (Yam).

WMN: 1. Lynette Wosick (Yam).

Howle whales at Village Creek MX

By Deb Hershman

FORT WORTH, TX, JUNE 5

A crowd of eager racers showed up for Village Creek MX Park's regular Saturday Night Flight, sponsored by Goat Eyewear. Blake Howle of Mansfield, Texas, earned top honors as the fastest 50cc racer. In the Central Yamaha Stock Shaft event, Howle had his work cut out for him as Justin Parker claimed the early lead in moto one. Howle moved up to first place on lap three and won moto one. In moto two, Parker again took charge but was only able to hold the lead spot for one circuit, as Howle took over on lap two, riding hard to the checkers. Howle also earned the top spot in the 51cc (4-6) event with 1-1 motos.

In moto one of the 60cc Open contest, Malachi Walker rode his Kawasaki to the win, leading the entire moto. Behind Walker, Tyler Laske rode hard to catch Walker, running a consistent second. In moto two, Laske led the first lap, with Walker in hot pursuit. Walker took over the lead on laps two and three, with Brandon Pipkin moving into second. On the fourth lap, an injury caused Walker to earn a DNF. Laske moved up from third to take over the lead on the white-flag lap, followed by Cody Ford in second. Pipkin finished third, followed by Timmy Ladd in fourth. Laske also claimed the overall victory in the 65cc (7-9) event.

Justin Little dominated the first 80cc Beginner moto, going wire to wire for the win. Little rode solidly to protect his line from Max Thorne, while Thorne was also fending off Chapin Lopez. Lopez, after a fourth-place start, diced his way through to claim second in moto one. Trouble on the white-flag lap dropped Thorne down to a seventh-place finish. In moto two, Russell Altman charged out of the gate and led lap one, with Little looking for a chance to pass. Little made his move on lap two and went on to

win the moto, and the overall win as well. After a fourth-place finish in moto one, Altman charged hard to finish second in moto two, netting second overall.

The biggest gate of the evening was in the 125cc Beginner contest, with 23 daring young pilots at the controls. Honda-mounted Clayton Cox fought hard for the number-one spot and was successful in the first four laps. Trent Swank powered his Yamaha from a fourth-place start to challenge Cox and second-placed Shannon Mitchell, getting around both on the white-flag lap for the win. Cox finished second, with Mitchell third. In moto two, Mitchell used extra grit and determination to take the lead. Behind Mitchell, Cox and Swank ran a barn-burner for second, with Cox protecting his line from Swank until the final lap, when Swank found an opening and moved up to second. The overall win went to Swank (1-2), second went to Mitchell (3-1), and third went to Cox (2-3).

Rich Taylor won the overall in the 250cc Beginner class, but not without Travis Rathbun making him work for it. In both motos, Suzuki rider Rathbun charged out of the gate and dominated the early laps. In moto one, Taylor worked his way past both Rathbun and David Lowe. Rathbun and Lowe battled for second, with Rathbun getting the edge. In moto two, Rathbun once again led the charge of this 14-rider gate and took the early lead, with Taylor breathing down his back. On the final circuit, Taylor chose his moment and took over the lead, winning the overall with 1-1 moto finishes.

Results

51 STK SHAFT: 1. Blake Howle (Yam); 2. Justin Parker (Yam); 3. J.C. Hopkins (Yam); 4. Carli McAngus (Yam); 5. Dennis Harper (Yam).
51 (4-6): 1. Blake Howle (KTM); 2. Sean Miller (Cob); 3. Jacob Blomfield (KTM); 4. Keelan Clark (KTM); 5. Mason Roy (Cob).
51 (7-8): 1. Wesley Arrington (Lem); 2. Justin Flores (KTM); 3. Nicholas Fisher (Cob); 4. Chase McManus (Lem); 5. Koda Tingle (Hon).
65 (7-9): 1. Tyler Laske (KTM); 2. Wade Newby (Kaw); 3. Cory Perdue (KTM); 4. Josh Derryberry (Kaw); 5. Wesley Arrington (Kaw).
65 (10-11): 1. Jesse Murphy (KTM); 2. Keith Cooper (Kaw); 3. Cody Ford (Kaw); 4. Brandon Pipkin (Kaw); 5. Timmy Ladd (Kaw).
65 OPEN: 1. Tyler Laske (KTM); 2. Cody Ford (Kaw); 3. Brandon Pipkin (Kaw); 4. Timmy Ladd (Kaw); 5. Malachi Walker (Kaw).
85 BEG: 1. Justin Little (Yam); 2. Russell Altman (Yam); 3. Jacob Pirkle (Kaw); 4. Max Thorne (Yam); 5. Broc Parker (Yam).
85 JR (7-11): 1. Marshall Smith (Kaw); 2. Marcus Wadley (Hon); 3. Keith Cooper (Kaw); 4. Wade Newby (Kaw).
85 SR (12-16): 1. Scott Wright (Kaw); 2. Taylor Painter (Kaw); 3. Blake Keeth (Kaw).
85-112 OPEN (7-16): 1. David Sears (Hon); 2. Max Thorne (Yam); 3. Marcus Wadley (Hon).
125 BEG: 1. Trent Swank (Yam); 2. Shannon Mitchell (Kaw); 3. Clayton Cox (Hon); 4. Jon Prestwood (Kaw); 5. Tyson Smith (Yam).
125 NOV: 1. Justin Gresham (Suz); 2. Steven Stout (Hon); 3. Dusty Urbanovsky (Yam); 4. Broderick Williams (Yam); 5. Matt Grubb (KTM).
125 OPEN AM: 1. Dustin Cantrell (Hon); 2. Milt Highfill (Yam); 3. Grant Pugh (Yam); 4. Grady Frisina (Suz); 5. Justin Gresham (Suz).
250 BEG: 1. Rich Taylor (Kaw); 2. Travis Rathbun (Suz); 3. Corey Doughty (Suz); 4. David Lowe (Kaw); 5. Keith Dill (Yam).
250 NOV: 1. Randy Hayes (Kaw); 2. Brian Goates (Kaw); 3. Clint Carlton (Kaw); 4. Brian Riggan (Suz); 5. Jon Calame (Hon).
250 OPEN AM: 1. Randy Hayes (Kaw); 2. Dustin Cantrell (Hon); 3. Brian Riggan (Suz); 4. Brandon Arnold (Kaw); 5. Jake Jones (Yam).
25+: 1. John Portman (KTM); 2. Brad Wilson (Hon); 3. Richy Hayes (Kaw); 4. Erik Nielson (Yam); 5. Joey Resendis (Yam).
30+: 1. Richard Welch (Kaw); 2. Erik Neilsen (Yam); 3. Ray Mahar Jr. (Kaw); 4. Louis Pacanino (Hon); 5. Bryan Weaver (Yam).
38+: 1. Mike Lambert (Kaw); 2. Russ Kinsey (Yam); 3. Skipper Roberts (Yam); 4. John Mulder (Hon); 5. Fred Schuler (Yam).
COMB INT: 1. Dustin Cantrell (Hon); 2. Billy Coxsey (Yam); 3. Franz Hyland (KTM).
PRO: 1. Clay Hoenschell (Kaw).

Kopp arresting at Spokane Short Track

By Crystelle Whitney

SPOKANE, WA, JULY 2

Lon Kopp overtook the Open Pro class to win at Spokane's second short-track race of the season. After getting the holeshot in his heat and in his main, he proceeded to walk away with the win.

In the 50cc class, Wyatt Maguire stole the holeshot and won both his heat and his main, but placed second in the 80cc-100cc class on his KX60. Keith Anderson won the 80cc-100cc class, his heat and the main.

Randy Ray dominated the Vintage class, even though Mark Scarpelli took the holeshot. It was a close race for all of the racers.

In addition, a Dash For Cash was started by a couple of the riders, and it proved to be more of a lottery draw than anything. Larry Marsh took the win, but who knows who won the most cash. All the riders really won was a chance to draw first.

The Open Amateur riders put on a good show. With only four riders, three on 500cc machines and one on a 125cc, anybody would think that it would be a three-man race. They would have been wrong. Rory Whitney, on his CR125, took second in his heat and third in his main. Giving Dean Harrison and Mark Lang fits, Whitney proved that he could ride, leaving Paul Phelps in the dust.

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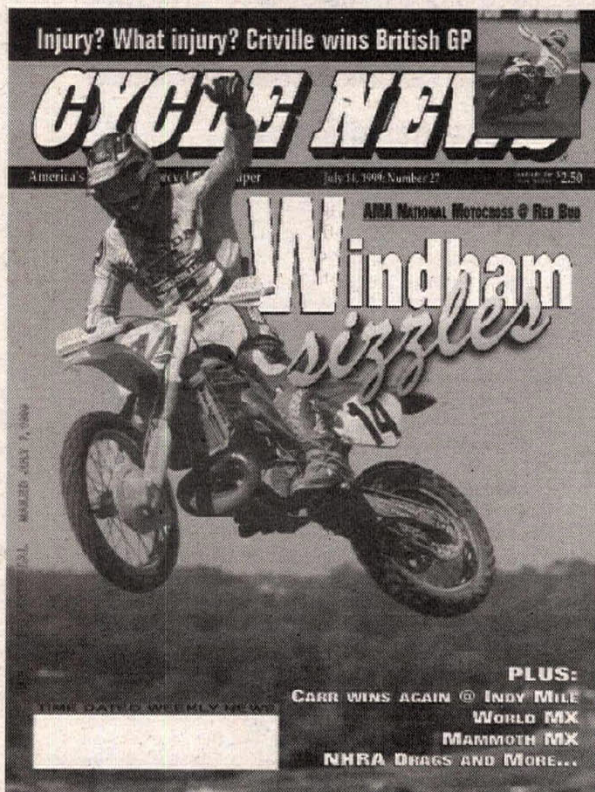
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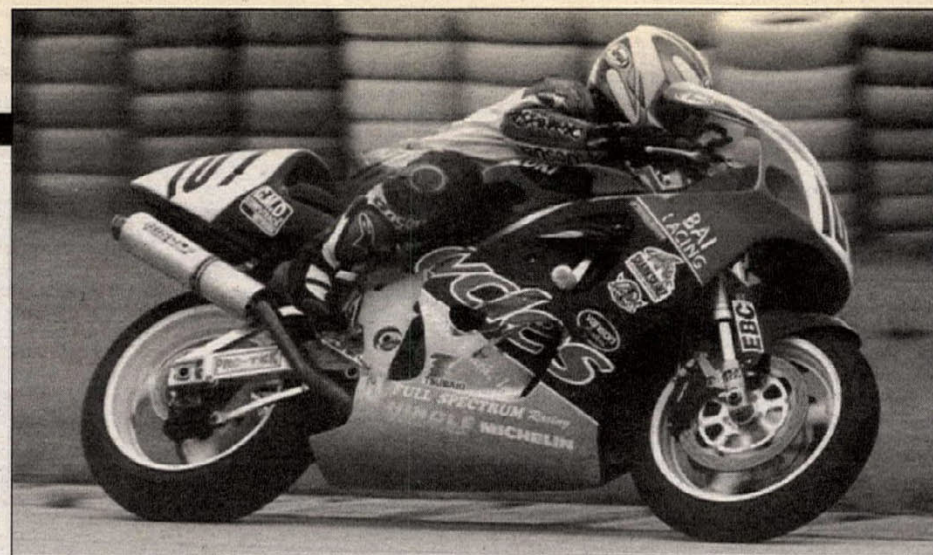
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(Left) Jimmy Sisemore (81) chases Robert Curry (3) during the Handicap main at the Cal-Expo Fairgrounds in Sacramento, California.

(Above) Mike Cicotto raced to wins in GTO and Heavyweight Supersport, and then capped off his day at the Homestead Motorsports Complex in Florida by winning the Unlimited Grand Prix Shootout.

Results

50 AUTO: 1. Wyatt Maguire (KTM); 2. Nick Anderson (Hon); 3. Jonathan Parker (Yam); 4. Beau Somers (Yam).
80-100: 1. Keith Anderson (Kaw); 2. Wyatt Maguire (Kaw).
OPEN AM: 1. Mark Lang (ATK); 2. Dean Harrison (ATK); 3. Rory Whitney (Hon); 4. Paul Phelps (Hon).
VINT: 1. Randy Ray (Yam); 2. Mark Scarpelli (Yam); 3. Ernest Canedo (Yam); 4. Pete Bennett (Yam).
OPEN PRO: 1. Lon Kopp (Rtx); 2. Larry Marsh (Rtx); 3. Steve Liberty (Rtx); 4. Todd Somers (Hon); 5. Rob Kopp (Rtx).
DFC: 1. Larry Marsh (Rtx); 2. Rob Kopp (Rtx); 3. Lon Kopp (Rtx); 4. Brian Hatson (Rtx); 5. Todd Somers (Hon).

Sisemore sweeps Cal-Expo Speedway again

By M. Sober
Photo by Gen Moore

SACRAMENTO, CA, JULY 10

For the second time in the 1999 Sideways Saturdays Cal-Expo Speedway season, Jimmy Sisemore dominated the Division One Scratch and Handicap main events. In the Handicap main, Bobby Hedden, Bob Hicks, Jimmy "The Jammer" Sisemore and Bart Bast all lined up across the 50-yard line. Ten yards in front sat Chad Felicio, and Robert Curry rounded out the field on the 30. Bast was the first rider to move at the start; in fact, Bast actually moved *before* the starting tapes were released.

"I couldn't believe I got away with that roller," said Bast after the event. "I almost passed Chad before the first corner. I had to back off because if I passed him before the first turn, they'd surely have stopped it."

With Curry in the lead from the shortest yardage, it took Bast only a lap and a half to move under Felicio and Curry on the deceptively grippy blue inside groove. While Bast was working on Felicio and then Curry, Sisemore was following suit and moving up, looking for a way inside of Bast, which he found as the two circled the track for the fourth lap.

"I really like this track," said the smiling Jammer as he clutched both of his main-event trophies after the race. "I have a lot of confidence here. Ed did a great job with the bike and it really showed."

Once Sisemore muscled inside of Bast, it was clear sailing to the checkered flag. Bast finished in second place, and Curry and Felicio held on to third and fourth. Hedden was fifth, and his newly returned teammate Hicks was sixth.

The Scratch main staged with Sisemore on the pole, Billy Janniro in two, Hedden in lane three and Bast on the outside. When Sisemore drew the pole, it immediately put the rest of the field at a bit of a disadvantage, considering the way Sisemore was riding and the nature of the hug-the-pole-for-dear-life condition of the California State Fairgrounds oval. True to form, the Jammer jumped out in front and led the talented field through the first turns. Janniro was the second away and on the throttle for the next 3 1/2 laps, trying to catch the fleeing Sisemore. Bast ran third until midway through the final lap, when he unseated Janniro from his third-place points spot. When Bast took second away from Janniro, it left the fastest Auburn resident with double second-place finishes in the mains. Janniro held on to third and Hedden headed home fourth.

Results

SCR: 1. Jimmy Sisemore (GM); 2. Bart Bast (Jaw); 3. Billy Janniro (Jaw); 4. Bobby Hedden (Jaw).
HDCP: 1. Jimmy Sisemore; 2. Bart Bast; 3. Robert Curry (Jaw); 4. Chad Felicio (Jaw); 5. Bobby Hedden.
D-2: 1. Derek Silva (Jaw); 2. Terry McCurdy (Jaw); 3. John O'Connell (Jaw).
D-3: 1. Craig Boone (Jaw); 2. Vince Bertolucci (Wes); 3. Kevin Ferreira (Wes).
D-1 JR: 1. Bryan Yarrow (Jaw); 2. Jon Curry (Jaw); 3. J.J. Martynse (Wes).
D-2 JR: 1. Ray Linn (Wes); 2. Greg Hooton (Jaw).
D-3 JR: 1. Mark Carrillo (Wes); 2. Chris Olney (Wes); 3. Danny Easley (Wes).

Schaeffer shakes up KB Night Motocross

By Bret Eckert

SACRAMENTO, CA, JULY 9

At the last round of KB Racing's Spring Motocross Series, Yamaha-mounted Robert Schaeffer finally went home with a class win, in the hotly contested Vet Beginner class. Schaeffer used consistent 2-1 moto finishes to score the win at round six of the Roseville Cycle/Rancho MC Dismantling/MC Concepts/Racers Pit Shop-sponsored series.

Moto one began with series leader Pete Hamel emerging in front after the riders snaked through the first few turns of the KB circuit. Hamel is used to checking out after nailing down the holeshot, and this moto started off no differently. Schaeffer was next in line, with Jon deRoco threatening in third and John Hodge and David Adams rounding out the top five. On lap two, Hodge had some problems and went down, remounting in 11th. Adams used his mis-cue to gain some momentum and zapped deRoco, moving up two spots to third. Schaeffer kept him honest back in second, but the race was all Hamel's. Also getting into his rhythm on the second lap was Jeff Gorman, who was making up ground after a midpack start, and he finished up lap two in fifth. Hamel and Schaeffer set a torrid pace for the rest of the moto, and no one was able to advance, and when the checkers flew it was Hamel, Schaeffer and Adams going one, two and three.

Immediately following the 50cc relay race during intermission, Hamel had to ride the second moto of the Vet class. The little KTM must have thrown off his timing, as he was near the back of the pack as they negotiated their way through the first turn. Schaeffer took charge of the moto and set a blistering pace up front. Adams was up front again, along with Gorman in third. Hamel made up a lot of ground on the first lap and went over the tabletop finish line in sixth. Schaeffer was all alone up front, taking the best lines and keeping Adams at bay. Hamel continued on a steady rise to the front, picking off a rider per lap, and by the white-flag lap he was up to third, behind Schaeffer and Adams. When the checkered flag flew, Schaeffer claimed the win, and his 2-1 finishes gave him the overall. Adams held on for second over Hamel, but was edged out to third overall on the evening, as Hamel's 1-3 scores were better than his 3-2. Gorman and deRoco came across in fourth and fifth, respectively, matching their overall places for the night.

Results

50 P/W JR: 1. Jake Reynolds (Yam); 2. Brett Schopp (Yam); 3. Stevie Bakarich (Yam); 4. Jerrad Colvin (Yam); 5. David Call (Suz).
50 (4-6) BEG: 1. Ty Keenom (Cob); 2. Christian Standers (Cob); 3. Brad Vincent (Hus); 4. Jacob Thompson (KTM); 5. Kyle Tigert (KTM).
50 (7-9) BEG: 1. Ty Keenom (Cob); 2. Chad Smith (Cob); 3. Keith Knight (HM); 4. Jared Ney (KTM); 5. Christian Standers (Cob).
50 NOV: 1. Austin Howell (Cob); 2. Dylan Ney (Lem); 3. Joshua Greco (Cob); 4. Jared Lang (Lem); 5. Joshua McPherson (KTM).
65 BEG: 1. Nathario Jones (Kaw); 2. Sean Stommel (Kaw); 3. Steven Nichols (Kaw); 4. Josh Flittro (Kaw); 5. John Narvaez (Kaw).
65 NOV: 1. Beau Wiegand (Kaw); 2. Matthew Spencer (Kaw); 3. Joey Harris (Kaw); 4. Preston Mull (Kaw); 5. Justin Martin (Kaw).
65 INT: 1. Greg Fouts (KTM); 2. Justin Enos (KTM).
85 (8-12) BEG: 1. J.D. Moore (Hon); 2. Chris Wackerly (Yam); 3. Brad Kelly (Yam); 4. Ross Pacheco (Yam); 5. Matthew Lozada (Hon).
85 (13-16) BEG: 1. James Sparhawk (Hon); 2. Danny Harris (Kaw); 3. Nick Richardson (Kaw); 4. Mike Kreczkowski (Kaw); 5. Tony Sherman (Yam).
85 NOV: 1. Thomas Bushey (Kaw); 2. Jacob Challburg (Kaw); 3. Matthew Spencer (Kaw); 4. Jason Wackerly (Yam).
85 INT: 1. Eric Nye (Yam).
SCHBY BEG: 1. Donny Stommel (Yam); 2. Greg Nolen (Suz); 3. Joey Tenney (Suz); 4. James Sparhawk (Hon); 5. Eric Echols (Suz).
SCHBY NOV: 1. Greg Center (Yam); 2. Kyle Marsalla (Yam); 3. David Gassin (Yam); 4. Bobby Meyer (Yam); 5. Chris Van Meter (Yam).
125 BEG: 1. Steve Bouska (Kaw); 2. Donny Stommel (Yam); 3. Chris Stewart (Kaw); 4. Brian Ballard (Hon); 5. Kyle Earnest (Yam).

125 NOV: 1. Jason Garcia (Suz); 2. Greg Center (Yam); 3. Tim Compton (Suz); 4. Cassidy Stafford (Yam); 5. Chris McAvoy (Suz).
125 INT: 1. Tommy Cole (Yam); 2. James Kowalla (Kaw).
250 BEG: 1. Frank Chavez (Hon); 2. Casey Jones (Suz); 3. Wes Lee (Kaw); 4. Jim Brooks (Yam); 5. Shad Evans (Kaw).
250 NOV: 1. Brian Jones (Yam); 2. Tim Stowe (Yam); 3. Paul Gerbi (Hon); 4. Aaron Dosh (Kaw); 5. Anthony Martinez (Kaw).
PRO-AM: 1. Carter Gurnee (Yam); 2. Jesse Olson (Yam); 3. Cliff Cook (Ver); 4. Aaron Burns (Yam); 5. Chris Vendley (Kaw).
25+ BEG: 1. Frank Chavez (Hon); 2. Nick Lenac (Suz); 3. John Hodge (Suz); 4. Rob Wagner (Hon); 5. Louis Webb (Hon).
25+ NOV: 1. Tim Stowe (Yam); 2. Shawn Fisher (Yam); 3. David Highfill (Kaw); 4. Brian Jones (Yam); 5. Tim Compton (Suz).
25+ INT: 1. John Moore (Hon); 2. Steve Thinger (Hon).
VET BEG: 1. Robert Schaeffer (Yam); 2. Peter Hamel (Hon); 3. David Adams (Yam); 4. Jeff Gorman (Hon); 5. Jon deRoco (Hon).
VET NOV: 1. Bob Austin (Kaw); 2. Shawn Fisher (Yam); 3. Anthony Martinez (Kaw).
VET INT: 1. John Moore (Hon); 2. Tony McGrath (Yam); 3. Jim Robertson (Suz).
O/T BEG: 1. Stuart Douglas (Hon); 2. John Minnear (Hon); 3. Cecil Watson (Suz); 4. Michael Witt (Hon); 5. Stephen Langley (Yam).
O/T INT: 1. Jim Breisen (Hon); 2. Robert Schaeffer (Yam); 3. Mark Cook (Ver).
FATHER/SON 50 RELAY: 1. Pete & Jake Hamel (KTM); 2. Karl & Eddie Pierson (Hon); 3. David & Jerrad Colvin (Yam); 4. Tom & Blake Lamson (Yam); 5. Dan & Dillon Pavelchik (Hon).

Ciccotto lays claim to Homestead Road Race

By Lisa Theobald

HOMESTEAD, FL, JUNE 27

Mike Cicotto ran away with the wins in the GTO and Heavyweight Supersport events at Homestead Motorsports Complex, but his Unlimited Grand Prix Shootout victory wasn't claimed as easily. Marco Martinez and Rick Narup both left the front row determined to nab the coveted holeshot down the front straight and into turn one. Martinez got out front in the inside line to claim an early lead. Behind them, a tight pack of riders including Akiharu Shigeno, Cicotto, Shane Prieto, John-O Bowman and Gabriel Henning all scrambled to run up front. Cicotto quickly worked his GSX-R750 up to fourth place, passed Shigeno and set his sights on front-runner Martinez. He made his move halfway through the course, first passing Narup on the Muzzy Raptor 750 and then Martinez on his ZX-9. Cicotto hit the front straight in first place, but Martinez kicked in the power to reclaim the lead as they launched through turn one again.

Crossing the start/finish line at the halfway mark, Martinez had regained first place in a two-way battle for the lead with Cicotto. Narup was determined not to let these two get away from him and was tight on their tails. Behind them, Bowman was leading a three-rider battle for fourth place with Henning and Prieto. But up front, Cicotto made his move in the sweeping double apex of turns six and seven again. He took the advantage by first sweeping wide behind Martinez's tight line through six and then pushing in tight, underneath Martinez's now wide line through seven, reclaiming the lead. Just behind them, Henning moved up to fourth place after overtaking Bowman in the turn-four area, but Bowman wasn't ready to be pushed back and did some turn-six, passing action of his own to move back up to fourth.

At the white flag, the pace had stepped up a couple of notches and Cicotto had gained about a 10-bike-length lead over Martinez, who was now about 20 bike lengths ahead of Narup. The top three had spaced out from the rest of the pack, but the battle for fourth continued behind them between a tight group of three riders. Cicotto took the checkered flag, ending Martinez's Shootout winning streak. Narup, placing third, made the podium for the second time in a row. The race was over for the top three, but there was a close run for fourth. Hitting the front straight for the final time, Henning moved in on Bowman and dodged out front, and the two ran

side by side to the checkered. At the line, Bowman managed to throw a wheel forward for a less-than-a-half-bike-length finish.

Results:

EX GTO: 1. Mike Cicotto (Suz); 2. John Bowman (Suz); 3. Rick Narup (Kaw); 4. Gabriel Henning (Suz); 5. Chad Simons (Suz).
AM GTO: 1. Raife Snover (Suz); 2. Edward Hosack (Kaw); 3. Damon Patton (Suz); 4. Carlos Gil (Suz); 5. Steve Young (Suz).
EX GTU: 1. Emanuel Manusuthakis (Yam); 2. Michael Luke (Yam); 3. David McPherson (Kaw); 4. Leo Venega (Suz); 5. Ryan Banks (Yam).
AM GTU: 1. Brian Saieva (Suz); 2. Richard Mihalek (Hon); 3. Deborah Venega (Suz); 4. Ronny Camilo (Hon); 5. Robert Tate (Suz).
EX GT LIGHTS: 1. Dwight Lewis (Hon); 2. Neville Hall-Reace (Duc); 3. Shane Breeding (Hon); 4. Michael Mozella (Hon); 5. Josef Buxton (Hon).
AM GT LIGHTS: 1. John Linder (Yam); 2. Joseph Miles Jr. (Hon); 3. Adrian Holmes (Apr); 4. Andrew Berry (Suz); 5. Edward Alvarado (Hon).
EX L/W SPTSMTN: 1. Colin Newman (Kaw); 2. Arthur Radford (Muz).
L/W SPTSMTN: 1. Adrian Holmes (Apr); 2. Joseph Ben-nardi (H-D); 3. Alan Dewey (Yam); 4. Peter Golding Jr. (Kaw); 5. Jerome Welch (Kaw).
GP SGL: 1. Michael Morella (Hon); 2. Roberto Torres II (Hon); 3. David Voellinger (Hon); 4. Chris Wallington (Hon); 5. Fabricio Lins (Hon).
L/W VINT: 1. Richard Herrington (Hon); 2. Gary Platt (Hon); 3. Thomas Kerr Sr. (BSA); 4. William Spinks (Yam); 5. Sakis Vasilopoulos (Yam).
EX U/L S/SPT: 1. Emanuel Manusuthakis (Yam); 2. Marco Martinez (Kaw); 3. Patrick Weekley (Yam); 4. Jimmy Shelton (Suz); 5. Thomas Pfumer (Yam).
AM U/L S/SPT: 1. Damon Patton (Suz); 2. Sunil Sardarsingh (Suz); 3. Page Gathings (Suz); 4. Edward Hosack (Kaw); 5. D.J. Brown (Suz).
EX M/W S/SPT: 1. Shane Prieto (Yam); 2. Michael Luke (Yam); 3. Marco Martinez (Kaw); 4. Emanuel Manusuthakis (Yam); 5. Leo Venega (Suz).
AM M/W S/SPT: 1. Jeremy Steiner (Suz); 2. Brian Saieva (Suz); 3. Miguel Pena (Yam); 4. John Porlier (Hon); 5. Robert Tate (Suz).
EX L/W GP: 1. Jack Gottlieb (Yam); 2. Scott Smith (Yam); 3. Chris Hamilton (Yam); 4. Adam Schmitt (Hon); 5. Steven Johnston (Hon).
AM L/W GP: 1. Michael Hale (Duc); 2. Chris Wellington (Hon); 3. Jorge Corbato (Yam); 4. Joseph Miles Jr. (Hon); 5. Kimberly Ahlum (Duc).
EX H/W S/SPT: 1. Mike Cicotto (Suz); 2. Gabriel Henning (Suz); 3. Shane Prieto (Yam); 4. Emanuel Manusuthakis (Suz); 5. Chad Simons (Suz).
AM H/W S/SPT: 1. Jeremy Steiner (Suz); 2. Raife Snover (Suz); 3. Edward Hosack (Kaw); 4. Sunil Sardarsingh (Suz); 5. Page Gathings (Suz).
EX S/TW: 1. Christopher Boy (Lav); 2. John Diericks (Duc); 3. John Costa (Bue); 4. Edward Henriquez (Duc); 5. William Savain (Suz).
AM S/TW: 1. Damon Patton (Suz); 2. Giancarlo Battaglini (Duc); 3. Joseph Ben-nardi (Suz); 4. Nelson Suarez (Duc); 5. Adrian Holmes (Duc).
H/W VINT: 1. Richard Herrington (Hon); 2. Matt Hinkson (Yam); 3. Gary Platt (Hon); 4. Sakis Vasilopoulos (Yam).
EX L/W S/BK: 1. Dwight Lewis (Hon); 2. Neville Hall-Reace (Duc); 3. Christopher Boy (Duc); 4. Tim Hall (Hon); 5. David McPherson (Apr).
AM L/W S/BK: 1. Michael Hale (Duc); 2. John Linder (Yam); 3. Joseph Miles Jr. (Hon); 4. Gregory Lynch (Hon); 5. Adrian Holmes (Apr).
EX M/W S/BK: 1. Shane Prieto (Yam); 2. Emanuel Manusuthakis (Yam); 3. Michael Luke (Yam); 4. Leo Venega (Suz); 5. Ken Stafford (Hon).
AM M/W S/BK: 1. Jeremy Steiner (Suz); 2. Miguel Pena (Yam); 3. Adalberto Roman (Kaw); 4. Bryce Lawmaster (Hon); 5. Vincent Devita (Yam).
EX H/W SPTSMTN: 1. John Costa (Bue); 2. Dwight Lewis (Hon); 3. Neville Hall-Reace (Duc); 4. Tim Hall (Hon); 5. Brett Ray (Bue).
AM H/W SPTSMTN: 1. Giancarlo Battaglini (Duc); 2. Michael Hale (Duc); 3. Stuart Bazerman (Duc); 4. Robert Kesler (Kaw); 5. Joseph Ben-nardi (Bue).
EX L/W S/SPT: 1. Christopher Boy (Duc); 2. Louis Cobello (H-D); 3. Arthur Radford (Muz); 4. James Melvin Sr. (Suz); 5. Justin Garvin (Suz).
AM L/W S/SPT: 1. John Linder (Yam); 2. Gregory Lynch (Hon); 3. C.J. Czaia (Yam); 4. Antonio Carparo (Suz); 5. Benjamin Matheson (Yam).
EX H/W S/BK: 1. Rick Narup (Kaw); 2. Chad Simons (Suz); 3. Akiharu Shigeno (Suz); 4. Marco Martinez (Kaw); 5. R. Todd Keesee (Suz).
AM H/W S/BK: 1. Jeremy Steiner (Suz); 2. Raife Snover (Suz); 3. Edward Hosack (Kaw); 4. Sunil Sardarsingh (Suz); 5. Page Gathings (Suz).
EX F-40: 1. Jimmy Shelton (Suz); 2. Jack Gray (Suz); 3. T. Mark Schmidt (Kaw); 4. James Graham (Suz).
AM F-40: 1. Pedro Gianello (Hon); 2. Joseph Ben-nardi (Suz); 3. Sam Rosario (Suz); 4. Arthur McCurry (Suz); 5. Robert Enriquez (Kaw).
EX M/W GP: 1. Nelson Perez (Suz); 2. Marco Martinez (Kaw); 3. Daniel Urbina (Hon); 4. Bobby Ludlum (Hon); 5. Shane Ernst (Hon).
AM M/W GP: 1. Adalberto Roman (Kaw); 2. John Porlier (Hon); 3. Richard Mihalek (Hon); 4. Deborah Venega (Suz); 5. Christopher Cummings (Suz).
EX U/L GP SHOOTOUT: 1. Mike Cicotto (Suz); 2. Marco Martinez (Kaw); 3. Rick Narup (Kaw); 4. John Bowman (Suz); 5. Gabriel Henning (Suz).

ROAD RACING

FIM 500cc World Championship Road Racing Series

(After 9 of 15 rounds):

1. Alex Criville (Hon), Spain	(174/5 wins)
2. Kenny Roberts Jr. (Suz), Modesto, CA	(127/3 wins)
3. Tadayuki Okada (Hon), Japan	(113/1 win)
4. Sete Gibernau (Hon), Spain	(95)
5. Carlos Checa (Yam), Spain	(76)
6. Tetsuya Harada (Apr), Japan	(75)
7. Norick Abe (Yam), Japan	(73)
8. John Kocinski (Hon), Modesto, CA	(72)
9. Max Biaggi (Yam), Italy	(71)
10. Juan Borja (Hon), Spain	(70)

FIM 250cc World Championship Road Racing Series

(After 9 of 15 rounds):

1. Valentino Rossi (Apr), Italy	(165/4 wins)
2. Tohru Ukawa (Hon), Japan	(147/1 win)
3. Shinya Nakano (Yam), Japan	(125)
4. Loris Capirossi (Hon), Italy	(122/2 wins)
5. Stefano Perugini (Hon), Italy	(78)
6. Ralf Waldmann (Apr), Germany	(77)
7. Jeremy McWilliams (Apr), England	(72)
8. Franco Baitani (Apr), Italy	(71)
9. Marcelino Lucchi (Apr), Italy	(41)
Sebastian Porto (Yam), Argentina	(41)

FIM 125cc World Championship Road Racing Series

(After 9 of 15 rounds):

1. Masao Azuma (Hon), Japan	(122/4 wins)
2. Emilio Alzamora (Hon), Spain	(111)
3. Roberto Locatelli (Apr), Italy	(87/2 wins)
4. Arnaud Vincent (Apr), France	(84/1 win)
5. Noboru Ueda (Hon), Japan	(68)
6. Gianluigi Scalvini (Apr), Italy	(59)
7. Marco Melandri (Hon), Italy	(54)
8. Lucio Cecchinello (Hon), Italy	(48)
Simone Sanna (Hon), Italy	(48)
10. Kazuto Sakata (Hon), Japan	(45)

FIM World Superbike Championship Series

(After 9 of 13 rounds):

1. Carl Fogarty (Duc), England	(330/8 wins)
2. Troy Corser (Duc), Australia	(282/3 wins)
3. Colin Edwards II (Hon), Conroe, TX	(268/4 wins)
4. Aaron Slight (Hon), New Zealand	(236)
5. Akira Yanagawa (Kaw), Japan	(215)
6. Pier-Francesco Chili (Suz), Italy	(160)
7. Noriyuki Haga (Yam), Japan	(144/1 win)
8. Gregorio Lavilla (Yam), Spain	(109)
9. Katsuki Fujiwara (Suz), Japan	(96)
10. Peter Goddard (Apr), Australia	(76)

AMA MBNA Superbike Series

(After 11 of 13 rounds):

1. Mat Mladin (Suz), Australia	(333/1 win)
2. Ben Bostrom (Duc), Granada Hills, CA	(325/1 win)
3. Anthony Gobert (Duc), Australia	(319/5 wins)
4. Doug Chandler (Kaw), Salinas, CA	(271/2 wins)
5. Larry Pegram (Duc), Baltimore, OH	(259/1 win)
6. Jason Pridmore (Suz), Ventura, CA	(238)
7. Aaron Yates (Kaw), Milledgeville, GA	(227)
8. Eric Bostrom (Hon), Granada Hills, CA	(218)
9. Jamie Hacking (Yam), Boiling Springs, SC	(210)
10. Steve Crevier (Suz), Canada	(195)

AMA Pro Honda Oils 600cc Supersport Series

(After 11 of 13 rounds):

1. Nicky Hayden (Hon), Owensboro, KY	(346/5 wins)
2. Tommy Hayden (Yam), Owensboro, KY	(332/3 wins)
3. Jamie Hacking (Yam), Boiling Springs, SC	(285/2 wins)
4. Kurtis Roberts (Hon), Frederick, MD	(270)
5. Josh Hayes (Suz), Gulfport, MS	(248)
6. Steve Crevier (Suz), Canada	(235)
7. Aaron Yates (Kaw), Milledgeville, GA	(232)
8. Jason Pridmore (Suz), Ventura, CA	(219)
9. Steve Rapp (Suz), Lafayette, CA	(212)
10. Eric Bostrom (Yam), Granada Hills, CA	(201)

AMA Lockhart Phillips USA 750cc Supersport Series

(After 9 of 11 rounds):

1. Tom Kipp (Suz), Chardon, OH	(281/5 wins)
2. Jimmy Moore (Suz), Eugene, OR	(247)
3. Jake Zemke (Suz), Paso Robles, CA	(230)
4. Tommy Hayden (Yam), Owensboro, KY	(214/1 win)
5. Mario DuHamel (Suz), Canada	(203)
6. Grant Lopez (Suz), Chickasaw, AL	(196/2 wins)

7. Richard Alexander Jr. (Suz), Carmel, NY	(183)
James Randolph (Suz), Santa Rosa, CA	(183)
9. Jamie Bowman (Suz), Tequesta, FL	(174)
10. Brian Parriott (Hon), Calistoga, CA	(161)

AMA Mazda Trucks 250cc Grand Prix Series

(After 10 of 11 rounds):

1. Chuck Sorensen (Yam), San Jose, CA	(308/6 wins)
2. Derek King (Hon), Charleston, SC	(237/1 win)
3. Chris Ulrich (Yam), Lake Elsinore, CA	(222)
4. Quenni King (Yam), Miami, FL	(208)
5. Edwards Sorbo (Yam), Redlands, CA	(183)
6. Jeff Vos (Yam), Holland, MI	(179)
7. John France (Hon), West Melbourne, FL	(176)
8. Greg Esser (Yam), Pompano Beach, FL	(173)
9. Roland Quintero (Hon), Los Angeles, CA	(169)
10. Bruce Lind (Yam), Snohomish, WA	(136)

AMA Sunoco Race Fuels Formula Xtreme Series

(After 9 of 12 rounds):

1. Kurtis Roberts (Hon), Frederick, MD	(273/3 wins)
2. Nicky Hayden (Hon), Owensboro, KY	(243/6 wins)
3. Josh Hayes (Suz), Gulfport, MS	(221)
4. Mark Miller (Yam), Long Beach, CA	(212)
5. Grant Lopez (Suz), Mobile, AL	(204)
6. Steve Grigg (Kaw), Asheville, NC	(162)
7. Rad Greaves (Suz), Ann Arbor, MI	(154)
8. Takahito Mori (Yam), Lewisville, TX	(140)
9. Clint Brotz (Yam), Sheboygan, WI	(129)
10. Paul Harrell (Yam), Canyon Country, CA	(120)



NICKY HAYDEN

AMA Progressive Insurance Pro Thunder Series

(After 10 of 11 rounds):

1. Shawn Conrad (Duc), Sheboygan Falls, WI	(308)
2. Shawn Higbee (Bue), Waterford, WI	(254/3 wins)
3. Cory Call (Duc), Sacramento, CA	(231/1 win)
4. Tom Hull (Duc), Mesa, AZ	(218)
5. Bill St. John (Duc), Cullman, AL	(212)
6. Jeffrey Nash (Duc), Mansfield, TX	(207)
7. Billy Graef (Bue), Sheboygan, WI	(187)
8. James Lickwar (Tri), San Francisco, CA	(165)
9. Richie Morris (Bue), Daytona Beach, FL	(151)
10. Michael Gage (Tri), Baldwin Place, NY	(145)

MOTOCROSS

AMA Mazda Trucks 250cc National Motocross Series

(After 9 of 12 rounds):

1. Greg Albertyn (Suz), South Africa	(344/1 win)
2. Kevin Windham (Hon), Ethel, LA	(318/3 wins)
3. Mike LaRocco (Hon), South Bend, IN	(306/1 win)
4. Ezra Lusk (Hon), Bainbridge, GA	(268/1 win)
5. Sebastien Tortelli (Hon), France	(245/1 win)
6. Doug Henry (Yam), Oxford, CT	(241/1 win)
7. Jeff Emig (Kaw), Riverside, CA	(235)
8. John Dowd (Yam), Chicopee, MA	(216)
9. Larry Ward (Suz), Florence, SC	(212)
10. Jimmy Button (Yam), Lake Elsinore, CA	(211/1 win)

AMA Mazda Trucks 125cc National Motocross Series

(After 9 of 12 rounds):

1. Ricky Carmichael (Kaw), Havana, FL	(413/7 wins)
2. Brock Sellards (Hon), New Philadelphia, OH	(315/1 win)
3. Tallon Vohland (Hon), Citrus Heights, CA	(253/1 win)

4. Michael Brandes (Suz), Quail Valley, CA	(249)
5. Nick Wey (Kaw), Dewitt, MI	(235)
6. Nathan Ramsey (Kaw), Corona, CA	(216)
7. Ernesto Fonseca (Yam), Costa Rica	(194)
8. Casey Lytle (Yam), Santa Clarita, CA	(167)
9. Danny Smith (Hon), Eagle, ID	(157)
10. Travis Preston (Suz), Hesperia, CA	(146)

Toyota Truck/Parts Unlimited AMA Supercross Series

(After 16 of 16 rounds):

1. Jeremy McGrath (Yam), Menifee, CA	(356/8 wins)
2. Ezra Lusk (Hon), Bainbridge, GA	(273/5 wins)
3. Mike LaRocco (Hon), South Bend, IN	(267)
4. Mickael Pichon (Hon), France	(244)
5. Larry Ward (Suz), Florence, SC	(240/1 win)
6. Damon Huffman (Kaw), Acton, CA	(203)
7. Kevin Windham (Hon), Baton Rouge, LA	(166/2 wins)
8. Tim Ferry (Yam), Largo, FL	(162)
Greg Albertyn (Suz), South Africa	(162)
10. Robbie Reynard (Suz), Norman, OK	(155)



DAVID PINGREE

AMA Western Regional 125cc Supercross Series

(After 8 of 8 rounds):

1. Nathan Ramsey (Kaw), Corona, CA	(170/5 wins)
2. Casey Lytle (Yam), Saugus, CA	(164)
3. Isaiah Johnson (Yam), Albuquerque, NM	(112)
4. David Pingree (Suz), Menifee, CA	(104/1 win)
5. Michael Brandes (Suz), Quail Valley, CA	(103)
6. Ryan Clark (Kaw), Albuquerque, NM	(100)
7. Casey Johnson (Yam), Murrieta, CA	(94/2 wins)
Greg Schnell (Yam), Rancho Cucamonga, CA	(94)
9. Travis Preston (Suz), Hesperia, CA	(80)
10. Erick Vallejo (Kaw), Mexico	(78)

AMA Eastern Regional 125cc Supercross Series

(After 7 of 7 rounds):

1. Ernesto Fonseca (Yam), Costa Rica	(172/6 wins)
2. Nick Wey (Kaw), Dewitt, MI	(119)
3. Robbie Horton (Hon), Blountville, TN	(103)
4. Brock Sellards (Hon), New Philadelphia, OH	(98/1 win)
5. Danny Smith (Hon), Eagle, ID	(88)
6. Jim Neese (Yam), Greensboro, NC	(79)
7. Jiri Dostal (Suz), Quail Valley, CA	(77)
8. Joseph Oehlhof (KTM), Wapakoneta, OH	(73)
9. Jason Thomas (Yam), Melrose, FL	(67)
10. Kelly Smith (KTM), Ludington, MI	(66)

FIM 125cc World Championship Series

(After 10 of 13 rounds):

1. Alessio Chiodi (Hus), Italy	(314/7 wins)
2. Claudio Federici (Yam), Italy	(289/2 wins)
3. Mike Brown (Hon), Piney Flats, TN	(180)
4. Thomas Traversini (Hus), Italy	(160)
5. James Dobb (Suz), Great Britain	(139)
6. Steve Ramon (Kaw), Belgium	(127)
7. Patrick Caps (Hon), Belgium	(124)
8. Jeff Dement (Hon), Spring, TX	(113)
9. Eric Camerengo (Yam), Italy	(97)
10. Erik Eggers (Suz), Netherlands	(88)

FIM 250cc World Championship Series

(After 12 of 16 rounds):

1. Pit Beirer (Kaw), Germany	(339/2 wins)
2. Frederic Bolley (Hon), France	(319/4 wins)
3. David Vullemin (Yam), France	(293/1 win)

4. Ryan Hughes (Hon), Temecula, CA	(279)
5. Marniq Bervoets (Kaw), Germany	(267/3 wins)
6. Mickael Maschio (Yam), France	(205)
7. Joshua Coppins (Suz), New Zealand	(195)
8. Remy Van Rees (Kaw), Netherlands	(180/1 win)
9. Leon Geisbers (Suz), Holland	(158)
10. Alessandro Belometti (Yam), Italy	(108)

FIM 500cc World Championship Series

(After 9 of 13 rounds):

1. Andrea Bartolini (Yam), Italy	(241/2 wins)
2. Peter Johansson (KTM), Sweden	(201/2 wins)
3. Yves Demaria (Hus), France	(197/1 win)
4. Joel Smets (Hbg), Belgium	(178/2 wins)
5. Alessandro Puzar (Yam), Italy	(156)
6. Shayne King (KTM), New Zealand	(149)
7. Francisco Garcia Vico (Yam), Spain	(129)
8. Miska Altonen (Yam), Finland	(120)
9. Trampas Parker (KTM), USA	(105)
10. Darryle King (Hus), New Zealand	(99)

DIRT TRACK

AMA Grand National Championship Series

(After 10 of 21 rounds):

1. Chris Carr (H-D), Fleetwood, PA	(175/3 wins)
2. Scott Parker (H-D), Swartz Creek, MI	(127/1 win)
3. Rich King (H-D), Dysart, IA	(112/1 win)
4. Will Davis (H-D), Goldsboro, NC	(110/2 wins)
5. Kevin Atherton (H-D), White Pigeon, MI	(107/1 win)
6. Jay Springsteen (H-D), Lapeer, MI	(87/1 win)
7. Bryan Bigelow (H-D), Au Gres, MI	(86)
8. George Roeder II (H-D), Monroeville, OH	(81)
9. Joe Kopp (H-D), Mica, WA	(69)
10. Kevin Varnes (H-D), New Holland, PA	(68)



STEVE MOREHEAD

AMA SuperTrapp SuperTracker Series

(After 5 of 10 rounds):

1. Joe Kopp (Suz), Mica, WA	(99/3 wins)
2. Steve Morehead (Suz), Findlay, OH	(90/1 win)
3. J.R. Schnabel (Suz), West Bend, WI	(86/1 win)
4. Brett Landes (Duc), Los Gatos, CA	(64)
Brian Kromroy (Bue), Madison, WI	(64)
6. Robert Miller (H-D), New Holland, PA	(53)
7. Mike Hacker (H-D), Prince George, VA	(51)
8. Robert Buffington (Suz), Prairie Du Chien, WI	(46)
9. Gary Rogers (Suz), San Jose, CA	(38)
10. Joey Brock (H-D), Indianapolis, IN	(28)
Roy Miller (Suz), New Holland, PA	(28)

AMA Harley-Davidson Sportster Performance Series

(After 7 of 15 rounds):

1. Willie McCoy, Richardson, TX	(132/3 wins)
2. Shaun Russell, San Jose, CA	(111/1 win)
3. Gary Rogers, San Jose, CA	(100/2 wins)
4. Robert Miller, New Holland, PA	(84)
5. Billy Martin, Stockton, CA	(76)
6. Nate Wait, Lodi, CA	(69)
7. James Hart, Sandoval, IL	(60)
8. Paul Bergstrom, San Mateo, CA	(57)
9. Brian Kromroy, Madison, WI	(55)
10. Tim Eades, Prince George, VA	(41)
Scott Stump, Langhorne, PA	(41)

OFF ROAD

AMA National Championship Hare Scrambles Series

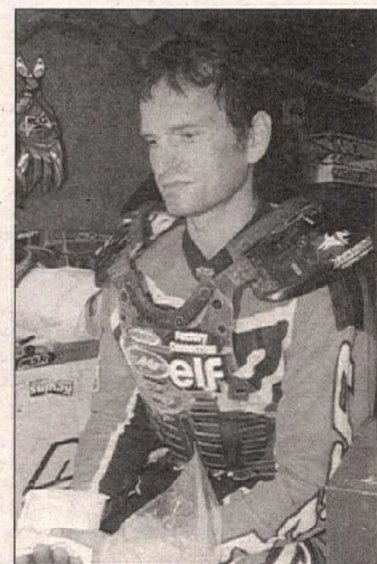
(After 7 of 9 rounds):

1. Doug Blackwell (Yam), Parkersburg, WV	(161/3 wins)
2. Brian Garrahan (KTM), Boulder Creek, CA	(151/2 wins)
3. Patrick Garrahan, Boulder Creek, CA	(72)
4. Scott D. McLaughlin (Yam), Sedro Woolley, WA	(69)
5. Erik Kohler (Yam), Sacramento, CA	(67)
6. Shane Watts (KTM), Australia	(55/1 win)
7. Craig Wesner (Kaw), Windsor, CA	(50)
8. Michael Lafferty (KTM), Millville, NJ	(44/1 win)
9. Eric Ducray (Yam), Sacramento, CA	(37)
10. Jim Jarrett (Kaw), Minerva, OH	(34)

AMA Acerbis National Enduro Series

(After 12 of 15 rounds):

1. Ty Davis (Yam), Hesperia, CA	(296/4 wins)
2. Michael Lafferty (KTM), Millville, NJ	(217/1 win)
3. Randy Hawkins (Yam), Travelers Rest, SC	(183)
4. Destry Abbott (Kaw), Peoria, AZ	(171)
5. Brian Garrahan (KTM), Boulder Creek, CA	(126)
6. Fred Andrews (Kaw), Salem, OH	(106/1 win)
7. David Lykke (Yam), Bellingham, WA	(103)
8. Matt Stavish (Hon), Blaine, MN	(96)
9. Russell Pearson (KTM), Las Vegas, NV	(94)
10. Doug Blackwell (Yam), Parkersburg, WV	(91/1 win)



MATT STAVISH

AMA Grand National Cross Country Series

(After 8 of 13 rounds):

1. Rodney Smith (Suz), Oakley, CA	(132/3 wins)
2. Steve Hatch (Suz), Phoenix, AZ	(118)
3. Fred Andrews (Kaw), Salem, OH	(106)
4. Shane Watts (KTM), Australia	(99/4 wins)
5. Barry Hawk Jr. (Yam), Uniontown, PA	(94)
6. Paul Edmondson (Suz), England	(89)
7. Joel Dengler (Suz), NJ	(82)
8. Michael Lafferty (KTM), Millville, NJ	(77)
9. Robbie Jenks (Yam)	(75)
10. Doug Blackwell (Yam), Parkersburg, WV	(63)
Jim Jarrett (Kaw), Minerva, OH	(63)

AMA National Championship Hare & Hound Series

(After 3 of 7 rounds):

1. Brian Brown (Kaw), Nampa, ID	(80/1 wins)
2. Destry Abbott (Kaw), Peoria, AZ	(55/1 win)
3. Ty Davis (Yam), Hesperia, CA	(51/1 win)
4. Dan Richardson (Kaw), Fountain Valley, CA	(45)
5. Russ Pearson (KTM), Las Vegas, NV	(43)
6. Shane Esposito (Kaw), Reno, NV	(42)
7. Oakley Lehman (Kaw), Sunland, CA	(34)
8. Jeff Capt (Kaw), Lakewood, CA	(29)
9. Abe Baumann (Kaw), Garden Grove, CA	(22)
10. Steve Hengeveld (Kaw), Oak Hills, CA	(21)

AMA National Championship Observed Trials Series

(After 2 of 11 rounds):

1. Raymond Peters (G-G), Beaver Dams, NY	(60/2 wins)
2. Geoff Aaron (Bet), Alpine, CA	(50)
3. Ryon Bell (Mon), Canada	(42)
4. Dan Johnson (Bul), Canada	(36)
5. Dennis Sweeten (Mon), Oregon City, OR	(31)
6. Travis Fox (G-G), Montoursville, PA	(28)
7. Chris Bardell (G-G), Millertown, PA	(28)

FIM World Championship

Road Racing Series

TBA TBA, Rnd 10
8/22 Brno, Czech Republic, Rnd 11
9/5 San Marino, Rnd 12
9/19 Valencia, Spain, Rnd 13
10/3 Phillip Island, Australia, Rnd 14
10/10 Welkom, South Africa, Rnd 15
10/24 Rio de Janeiro, Brazil, Rnd 16
10/31 Buenos Aires, Argentina, Rnd 17
Info: 011/41-22-950-9500

FIM World Superbike Series

8/29 A-1 Ring, Austria, Rnd 10
9/5 Assen, Holland, Rnd 11
9/26 TBA, Rnd 12
10/10 Sugo, Japan, Rnd 13
Info: 011/41-22-950-9500

FIM 500cc World Championship

Motocross Series

8/8 Folkedange, Luxembourg, Rnd 10
8/22 Uddevalla, Sweden, Rnd 11
8/29 Kouvola, Finland, Rnd 12
9/5 Lierop, Holland, Rnd 13

FIM 250cc World Championship

Motocross Series

8/8 Folkedange, Luxembourg, Rnd 12
8/22 Nismes, Belgium, Rnd 13
8/29 Gaildorf, Germany, Rnd 14
9/12 Budds Creek, MD, Rnd 15

FIM 125cc World Championship

Motocross Series

8/8 Roggenburg, Switzerland, Rnd 11
8/22 Haenchen, Germany, Rnd 12
8/29 Jastrebarsko, Croatia, Rnd 13

FIM Motocross des Nations

9/26 Indaiatuba, Brazil

FIM World Individual Speedway

C'ship Grand Prix Series

8/28 Bydgoszcz, Poland, Rnd 5
9/25 Vojens, Denmark, Rnd 6
10/10 Lonigo, Italy
(Grand Prix Challenge)

FIM Trial World C'ship Series

9/4-5 Biasca, Switzerland
9/11-12 Lavarone, Italy
9/26 Ettelbruck-Warken, Luxembourg

FIM World Sidecar C'ship

8/8 Kegums, Latvia
9/5 Canada Heights, Great Britain
9/12 Tagerig, Switzerland

AMA MBNA Superbike Series

9/17-19 Fountain, CO, Rnd 12
Info: 614/856-1900

AMA Drag Specialties Grand

National Dirt Track Series

8/7 Lake Odessa, MI, Rnd 13
8/11 Rapid City, SD, Rnd 14
8/15 Peoria, IL, Rnd 15
8/21 Hagerstown, MD, Rnd 16
8/28 Sedalia, MO, Rnd 17
9/5 Springfield, IL, Rnd 18
9/11 Dallas, TX, Rnd 19
9/18 Sacramento, CA, Rnd 20
10/2 Las Vegas, NV, Rnd 21
10/10 Del Mar, CA, Rnd 22
Info: 614/856-1900

AMA Mazda Trucks

National Motocross Series

8/15 Millville, MN, Rnd 10
8/29 Binghamton, NY, Rnd 11
9/5 Delmont, PA, Rnd 12
Info: 614/856-1900

AMA Acerbis

National Enduro Series

8/22 Indian River, MI, Rnd 12
9/26 New Waverly, TX, Rnd 13
10/31 Delaware City, DE, Rnd 14
Info: 614/856-1900

AMA National

Hare & Hound Series

10/9 Wendover, NV, Rnd 6
10/24 Lucerne Valley, CA, Rnd 7
Info: 614/856-1900

AMA Grand National

Cross Country Series

8/28-29 Millfield, OH, Rnd 10
9/25-26 Mount Morris, PA, Rnd 11
10/9-10 Lisbon, OH, Rnd 12
10/23-24 Crawfordsville, IN, Rnd 13
Info: 304/284-0084

AMA/NATC National

Observed Trials Championship

8/21-22 Ute Cup/Sargent, CO
8/28-29 Casper, WY

AMA/District 36 Vintage/

Veteran Dirt Track Series

8/14 Lodi, CA, Rnds 38, 39
8/21 Lodi, CA, Rnds 40, 41
9/11 Lodi, CA, Rnds 42, 43
9/18 Lodi, CA, Rnds 44, 45
10/9 Lodi, CA, Rnds 46, 47
10/16 Lodi, CA, Rnds 48, 49
10/23 Lodi, CA, Rnds 50, 51
Info: 209/466-6781 or 209/883-0639

AMA/District 36 Amateur/

Youth Dirt Track Series

8/14 Lodi, CA, Rnds 38, 39
8/21 Lodi, CA, Rnds 40, 41
9/11 Lodi, CA, Rnds 42, 43
9/18 Lodi, CA, Rnds 44, 45
10/9 Lodi, CA, Rnds 46, 47
10/16 Lodi, CA, Rnds 48, 49
10/23 Lodi, CA, Rnds 50, 51
Info: 209/466-6781 or 209/883-0639 or 530/476-3001

AMA/District 37

Grand Prix Big 6 Series

10/2-3 Glen Helen, CA
11/6-7 Gorman, CA
Info: 562/423-1889 or 818/352-7085

AMA/District 37

Dual Sport Ride Series

8/7-8 Big Bear Lake, CA
9/25-26 Ridgecrest, CA
9/11-12 Bass Lake, CA
9/25-26 Ridgecrest, CA
10/3 San Bernardino, CA
10/9-11 Las Vegas, NV
10/16-17 Mesquite, NV
10/30-31 El Centro, CA
11/6-7 Ridgecrest, CA
11/14 San Bernardino, CA
11/26-27 L.A.-Barstow to Vegas
12/26 Cantil, CA
* National Trail Ride Series Events
Info: 818/249-2141 (3,1)

AMA Prostar National

Drag Racing Series

8/13-15 Indianapolis, IN, Rnd 6
9/10-12 Atco, NJ, Rnd 7
11/12-14 Gainesville, FL, Rnd 8
Info: 256/852-1101

AMA Prostar

Regional Drag Racing Series

10/16-17 Houston, TX
Info: 256/852-1101

AMA Prostar West Drag

Racing Series

8/21 Salt Lake City, UT, Rnd 4
10/9-10 Phoenix, AZ, Rnd 5
Info: 256/852-1101

AMA Texas Championship

Hare Scrambles Series

8/29 Altair, TX, Rnd 10
9/19 Fort Hood, TX, Rnd 11
10/3 Altair, TX, Rnd 12
10/17 Rockne, TX, Rnd 13
11/7 Fort Hood, TX, Rnd 14
Info: 409/732-9171 or
www.flash.net/~tchss.

AMA Georgia C'ship MX Series

9/12 Roberta, GA, Rnd 7
9/26 Macon, GA, Rnd 8
10/3 Reynolds, GA, Rnd 9
10/10 Roberta, GA, Rnd 10
10/24 Bremen, GA, Rnd 11
11/7 Dalton, GA, Rnd 12
Info: 912/788-0413 or 706/278-1620

AMA/District 7 Hare Scrambles

Championship Series

8/22 Budds Creek, MD
10/10 Budds Creek, MD
Info: 410/792-7200

AMA Four Corners MX Series

8/8 Mancos, CO
8/29 Aztec, NM
9/5 Mancos, CO
9/26 Aztec, NM
10/10 Aztec, NM
Info: 800/720-MOTO or 970/533-9747

AMA Western Four-Stroke

National MX Series

9/4-5 Albany, OR
9/18-19 Oklahoma City, OK
9/25-26 Lakewood, CO
10/23-24 Phoenix, AZ
Info: 503/708-8486 or 503/699-5935 or
www.astrokenationals.com

AMA/District 25 Rocky

Mountain MX Association

Summer Series
8/8 Erie, CO
8/22 Watkins, CO
9/5 Craig, CO
9/12 Brush, CO
9/19 Milliken, CO
10/2-3 Craig, CO
* District 25 state championship series
Info: 303/271-0190 or www.rmx.com

AMA/District 34

Family Motocross Series

8/8 Claverack, NY
8/15 Modena, NY
8/22 Walden, NY
9/5 Modena, NY
9/12 Claverack, NY
9/19 Walden, NY
9/26 Modena, NY
10/3 Modena, NY
10/10 Modena, NY
10/17 Walden, NY
10/24 Modena, NY
10/31 Walden, NY
11/7 Modena, NY
11/14 Modena, NY
Info: 518/828-6149

AMA Southern California

MX Championship Series

8/8 San Jacinto, CA, Rnd 7
8/15 Glen Helen, CA, Rnd 8
8/22 Palmdale, CA, Rnd 9
9/5 Piru, CA, Rnd 10
Info: 805/589-9265

AMA Tecnosel

Carolina Ultra MX Series

8/29 Iron Station, NC
9/19 Danville, VA
10/30-31 Society Hill, SC
Info: 423/323-5497

AMA Pro-Am Mega MX Series

9/5 London, KY, Rnd 12
9/12 Blountville, TN, Rnd 13
9/25-26 Pigeon Forge, TN, Rnd 14
10/3 London, KY, Rnd 15
10/15-17 Blountville, TN, Rnd 16
Info: 423/323-5497

AMA/Suzuki

Dual Sport Trail Ride Series

9/11-12 Golden Pond, KY
9/18-19 Waynesburg, PA
9/25-26 Columbus, IN
10/2-3 Woodstock, VA
10/9-10 Angels Camp, CA
10/16-17 McArthur, OH
10/16-17 Mesquite, NV
10/23-24 Saucier, MS
10/30-31 Terlingua, TX
11/26-27 Los Angeles, CA
Info: 614/856-1900

AMA Ballzee Grand

Championship MX Series

8/8 Danville, VA
Info: 804/724-4392

AMA U.S. Eastern

Motocross Fall Series

9/5 Dillwyn, VA
9/18 Danville, VA
9/26 East Bend, NC
10/3 Reidsville, NC
10/10 Elizabeth City, NC
10/17 Sanford, NC
10/24 Danville, VA
10/31 Axton, VA
11/7 Dillwyn, VA
Info: 804/724-4392

AMA Pacific Northwest

Championship Series

8/8 Mount View, WA
8/15 Ward Creek, WA
8/22 Washougal, WA
Info: 541/673-1671 or washougalmx.com

AMA Southern

Dirt Track Series GFTL

8/28 Danielsville, GA
9/17-18 Penton, AL
10/16 Danielsville, GA
11/13-14 Macon, GA
Info: 770/962-7888 or 770/339-3997

AMA Pro-Circuit Texas/

Oklahoma C'ship Series

8/21-22 Tyler, TX, Rnd 1
9/4-5 Whitney, TX, Rnd 2
9/18-19 Stillwater, OK, Rnd 3
10/16-17 Greenville, TX, Rnd 4
11/13-14 Fort Worth, TX, Rnd 5
Info: 903/882-4215

Sound of Thunder

Four-Stroke MX Series

Pacific Northwest
8/7-8 Albany, OR
Central States
8/12 Ponca City, OK
Final Event
9/11-12 Donner Ranch, Lake Tahoe, CA
Info: 530/221-0912

SERA Hare Scrambles Series

9/25 Hattiesburg, MS
10/10 Fort Polk, LA
10/24 Andalusia, AL
11/21 Meridian, MS
1/2 Saucier, MS
1/16 Maplesville, AL
2/6 Meridian, MS
Info: 601/763-7427

SERA Enduro Series

8/8 Breezy Hill, LA
8/29 Little Rock, AR
9/12 Rockford, AL
9/26 Hattiesburg, MS
11/7 Maplesville, AL
Info: 205/980-5191

AHRMA/Progressive Suspension

Historic Cup Road Race Series

8/14-15 South Haven, MI
9/18 Park City, UT
10/2-3 Talladega, AL
10/23-24 Kershaw, SC
Info: 715/842-9699

AHRMA/Speed & Sport

Vintage Motocross Series

8/14 Southwick, MA
8/22 Chehalis, WA
8/28 Thornville, OH
9/19 Park City, UT
9/25 Peoria, IL
10/17 Hollister, CA
11/7 Tulare, CA
Info: 715/842-9699

AHRMA/Classic Bike

Magazine Dirt Track Series

9/4 Castle Rock, WA
9/10 Lavonia, GA
9/11 Savannah, GA
9/17 Heber, UT
9/24 Peoria, IL
9/26 Peoria, IL
10/9 Del Mar, CA
Info: 715/842-9699

AHRMA/Speed & Sport

Vintage Trials Series

8/21 Chehalis, WA
9/16 Park City, UT
9/26 Peoria, IL
10/2 Dickinson, TN
10/9 White City, IL
10/16 Hollister, CA
10/30 Monroe, GA
Info: 715/842-9699

AHRMA National GP Series

8/29 Thornville, OH
10/3 San Bernardino, CA
10/10 White City, IL
10/24 Casey, IL
12/19 Brentwood, CA
Info: 715/842-9699

AHRMA Dixie Cup

Regional Road Race Series

10/2-3 Talladega, AL
10/23-24 Kershaw, SC

AHRMA Masters of the Midwest

Regional Road Race Series

8/14-15 South Haven, MI
Info: 715/842-9699

AHRMA Pacific Crown

Regional Road Race Series

9/18 Park City, UT

AHRMA Mid-Atlantic

Vintage Motocross Series

7/31 Axton, VA
8/21 Shippensburg, PA
10/17 Elizabeth, NC
Info: 703/707-8692 or
www.vintagemx.com

AHRMA Midwest

Regional Motocross Series

8/21 Belding, MI
8/28 Thornville, OH
9/11 Lamoni, IA
9/25 Peoria, IL
10/2 Denmark, WI
10/23 Casey, IL
Info: 515/253-0190 or
braken@worldnet.att.net

AHRMA Northwest

Regional Motocross Series

8/22 Chehalis, WA
10/3 Madras, OR
10/17 Hollister, CA
11/7 Tulare, CA
Info: 408/663-4014 or might@mbay.net

AHRMA Northwest

Lumberjack Motocross Series

8/22 Chehalis, WA
10/3 Madras, OR
Info: 408/663-4014 or might@mbay.net

AHRMA Southeast

Regional Motocross Series

8/15 Steele, AL
9/19 Macon, GA
10/31 Edgefield, SC
11/14 Reddick, FL
Info: 770/979-8310 or
kavula_m@mercer.edu

AHRMA Southeast

Regional Trials Series

9/18 Macon, GA
10/2-3 Dickinson, TN
10/31 Monroe, GA
Info: 334/826-1969

AHRMA H&H

KTM Southeast GP Series

9/18 Macon, GA
10/3 Lookout Mountain, GA
Info: 770/979-8310 or
kavula_m@mercer.edu

AHRMA Southwest

Regional Motocross Series

8/15 San Bernardino, CA
9/12 Gorman, CA
10/3 Porris, CA
11/7 Tulare, CA
11/21 Phoenix, AZ
Info: 714/965-0660

AHRMA Western

Regional Dirt Track Series

8/8 Hollister, CA
8/22 Lodi, CA
8/28 Brentwood, CA
9/6 Lancaster, CA
10/2 Madera, OR
10/8 Barona, CA
10/23-24 Tulare, CA
Info: 818/992-5343

AHRMA Western

Regional Trials Series

8/21 Chehalis, WA
9/16 Park City, UT
10/16 Hollister, CA
Info: 916/967-0262

AHRMA/Eldorado Cycle

Midwest Trials Series

9/12 Bismark, MO
10/9 White City, IL
10/16 Jonesboro, IL
10/30 Marshfield, MO
Info: 417/859-4158

AHRMA Michigan MX Series

8/8 Coldwater, MI
9/6 Millington, MI
9/19 Marlette, MI
10/3 Bloomington, MI
10/17 Buchanan, MI
Info: 248/620-1926

AHRMA Vintage MX Series

9/19 Hawk Point, MO
10/17 Jonesboro, IL
11/7 Greenwood, MO
Info: 816/767-8641

AHRMA VMX

Northeast Regional MX Series

8/14 Southwick, MA
9/4 Englishtown, NJ
9/25 Binghamton, NY
10/9 Clifford, PA
10/23 Hawley, PA
Info: 914/429-9465 or
www.vintagemx.com

AHRMA VMX

Northeast Regional GP Series

9/12 Plymouth, PA
Info: 914/429-9465 or
www.vintagemx.com

VDTRA/All-Stars

Flat Track Racing Series

8/9 Stockton, KS
8/10 Stockton, KS
8/12 Sturgis, SD
8/13 Sturgis, SD
8/14 Sturgis, SD
8/27 Spokane, WA
8/28 Spokane, WA
9/4 Casper, WY
9/5 Casper, WY
9/18 Ruidoso, NM
9/19 Ruidoso, NM
Info: 719/541-2741

Mid-South Summer

Hare Scrambles Series

8/29 Saddleback East, KY
Info: 615/859-0873

Mid-East Hare Scrambles Series

8/22 Boonville, NC
9/19 Greer, SC
10/3 Belwood, NC
10/31 Morganton, NC
11/7 Grover, NC
Info: 704/937-9177 or 704/484-9000

Iowa Dirt Track Series

8/7 Oskaloosa, IA, Rnd 6
Info: 515/265-8388

Best In The Desert Racing

Association Silver State Series

9/30-10/3 Las Vegas, NV, Rnd 4
12/3-5 Pahrump, NV, Rnd 5
Info: 702/457-5775 or www.bitd.com

Women's MX League Series

8/2-7 Nashville, TN
8/28 Binghamton, NY
Info: 949/837-2206

North American

Sport Bike Series

8/14-15 Topeka, KS
9/4-5 Loudon, NH
10/22-24 Daytona Beach, FL
Info: 828/684-4297

Formula USA Road Race Series

8/27-29 Long Pond, PA
Info: 530/582-1061

GFI Night MX Series

8/14 Moreno Valley, CA
8/21 San Bernardino, CA
8/28 Moreno Valley, CA
Info: 909/653-4042

GFI Elsinore Grand Prix

11/13 Lake Elsinore, CA
11/14 Lake Elsinore, CA
Info: 909/653-4042

GFI Fall Motocross Series

9/12 Perris, CA
9/19 Moreno Valley, CA
9/26 San Bernardino, CA
10/10 Lake Elsinore, CA
10/24 San Bernardino, CA
Info: 909/653-4042

Northwest Regional MX Series

8/22 Chehalis, WA, Rnd 9
10/3 Madras, OR, Rnd 10
10/17 Hollister, CA, Rnd 11
11/7 Tulare, CA, Rnd 12
Info: 408/663-4014

Branson USA MX C'ship

10/1-3 Branson, MO
Info: 909/657-6834

La Playa MX Grand Prix Series

8/22 Rosarito, BC, Mexico, Rnd 3
10/3 Rosarito, BC, Mexico, Rnd 4
12/5 Rosarito, BC, Mexico, Rnd 5
Info: 011/52-661-22525 or
www.toomuchfun.com.mx

WEA National Endurance

Road Race Series

8/14 Kershaw, SC, Rnd 7
9/4 Millington, TN, Rnd 8
9/19 College Station, TX, Rnd 9
9/25-26 Rosamond, CA, Rnd 10
TBA Braselton, GA, Rnd 11
Info: 770/924-8404

WEA National

Challenge Road Race Series

8/13-15 Kershaw, SC, Rnd 7
9/3-5 Millington, TN, Rnd 8
9/17-19 College Station, TX, Rnd 9
Info: 770/924-8404

WEA Vintage Road Race Series

8/7-8 Faulkville, GA
8/7-8 South Haven, MI
8/14-15 Garrettsville, OH
8/21-22 Talladega, AL
8/28-29 Summit Point, WV
9/4-5 Garrettsville, OH
9/18-19 Faulkville, GA
9/25-26 Mount Meridian, IN
10/6-10 Braselton, GA
Info: 770/924-8404

WEA Sportsman

Road Race Series

8/7-8 South Haven, MI
8/21-22 Mount Meridian, IN
9/4-5 Garrettsville, OH
9/25-26 Mount Meridian, IN

North Central

8/7-8 South Haven, MI
8/21-22 Mount Meridian, IN
9/4-5 Garrettsville, OH

Northeast

8/14-15 Garrettsville, OH
8/28-29 Summit Point, WV
9/4-5 Garrettsville, OH

Mid-Central

8/21-22 Hallett, OK
9/3-5 Millington, TN
9/25-26 Mount Meridian, IN

South Central

8/21-22 Hallett, OK
9/17-19 College Station, TX

Southeast

8/7-8 Faulkville, GA
8/13-15 Kershaw, SC
8/21-22 Talladega, AL
9/18-19 Faulkville, GA
Info: 770/924-8404

NETRA C'ship Enduro Series

8/8 West Granville, MA
9/19 Windsor, MA
10/17 Chester, CT
10/31 Brimfield, MA
11/7 West Stafford, CT
11/14 Central Village, CT
Info: 860/875-5757

NETRA Championship Hare

Scrambles Series

8/22 Union, CT

9/5 Uxbridge, MA

10/3 Sterling, CT

10/10 Assonet, MA

Info: 860/875-5757

NETRA Turkey Run Series

8/15 Chelsea, VT
9/12 North Haverhill, NH
9/26 Wrentham, MA
10/10 Winchendon, MA
10/24 Central Village, CT
Info: 860/875-5757

NETRA Championship

Junior Enduro Series

8/21 Union, CT
9/11 Mariden, CT
10/9 Assonet, MA
10/16 New Ashford, MA
10/30 Brimfield, MA
11/6 Winchendon, MA
Info: 860/875-5757

Carolina Ultra Series

8/29 Iron Station, NC
9/19 Danville, VA
10/30-31 Society Hill, SC
Info: 423/323-5497

Rocky Mountain

Enduro Circuit Series

8/22 Del Norte, CO
9/12 Cloudcroft, NM
11/14 Matador, TX
Info: 307/742-4136

Missouri State MX C'ship Series

8/15 Moberly, MO
9/6 Hawk Point, MO
9/19 Springfield, MO
10/10 Merwin, MO
10/24 Columbia, MO
Info: 417/887-3524

Missouri Hare Scrambles

Championship Series

8/8 Cole Camp, MO
8/22 Lebanon, MO
9/19 Smithville, MO
10/10 Festus, MO
Info: 417/537-8406

Michigan State Fair SX Series

8/10 Coldwater, MI
8/20 Marshall, MI
8/24 Ludington, MI
8/27 Hudsonville, MI
9/18 Muskegon, MI
9/20 Centerville, MI
Info: 616/924-5778

Missouri-Illinois

Trials Association

8/29 Litchfield, IL
9/12 Bismarck, MO
10/10 White City, IL
11/7 Oakdale, IL
Info: 618/362-6568

CMRRA 50cc/125cc

C'ship Road Race Series

8/8 Riverside, CA
9/4-5 Rosamond, CA
10/3 Palomar, CA
11/6-7 Rosamond, CA
12/3-5 Rosamond, CA
Info: 909/674-5357

WSMC Road Race Series

8/14-15 Rosamond, CA, Rnd 8
9/18-19 Rosamond, CA, Rnd 9
10/16-17 Rosamond, CA, Rnd 10
11/20-21 Rosamond, CA, Rnd 11
12/18-19 Rosamond, CA, Rnd 12
Info: 805/256-1234

Great River Road

Raceway MX Series

8/8 Dyersburg, TN
Info: 901/286-6565 or www.flybynite.com

West Coast Vintage

Flat Track Series

9/19 Sacramento, CA
Info: 661/268-0105

Galpin Ford Dual Sport

Adventure Series

10/8-10 Mammoth Mountain, CA, Rnd 6
10/23-24 Hot Springs, CA, Rnd 7
11/21 Newhall, CA, Rnd 8
Info: 818/701-1913

Desert Challenge

Bikes & ATV Series

9/5 Snowflake, AZ
10/17 Sierra Vista, AZ
11/21 Globe, AZ
Info: 602/971-3730

Trials Incorporated

Championship Trials Series

9/18-19 Columbus, IN
10/3 Attica, IN
11/6-7 TBA
Info: 937/299-1501

STTARS Super TT American

Racing Series

Triple Crown National Championship

8/14-15 Donner Summit, CA
12/4-5 Long Beach, CA

Northeast

8/28-29 Pocono, PA

Northwest

8/14-15 Donner Summit, CA
9/5 Hermiston, OR

Southwest

8/14-15 Donner Summit, CA
12/4-5 Long Beach, CA
12/12 Buttonwillow, CA

Info: 949/768-4626 or www.supertt.com

USCRA Vintage Series

8/13-15 Loudon, NH
8/20-22 Mosport, ON, Canada
9/6 Loudon, NH
9/27 Loudon, NH
Info: 603/226-5858 or uscra@aol.com

USRA Desert Series

8/11 Jericho, UT
8/25 TBA
10/9 Wendover, UT
11/6 Grand Junction, CO
Info: 801/569-1998

CCS/Florida State Motorcycle

Roadracing Championship

8/21-22 West Palm Beach, FL
9/25-26 West Palm Beach, FL
12/4-5 Homestead, FL*
*double points
Info: 828/684-4297 or
www.ccsracing.com

CCS/Mid-American Motorcycle

Roadracing Championship

8/14-15 Topeka, KS**
9/25-26 South Beloit, IL*
*double points
**twin sprint weekend
Info: 828/684-4297 or
www.ccsracing.com

CCS/Mid-Atlantic Motorcycle

Roadracing Championship

9/4-5 Bloomingdale, GA
9/18-19 Summit Point, WV
11/6-7 Kershaw, SC*
*double points
Info: 828/684-4297 or
www.ccsracing.com

CCS/New England Motorcycle

Roadracing Championship

8/7-8 Loudon, NH
9/4-5 Loudon, NH
10/2-3 Loudon, NH
Info: 828/684-4297 or
www.ccsracing.com

CCS/Southeastern U.S.

Motorcycle Roadracing C'ship

9/4-5 Bloomingdale, GA
11/6-7 Kershaw, SC*
*double points
Info: 828/684-4297 or
www.ccsracing.com

CCS/Southwestern U.S.

Motorcycle Roadracing C'ship

9/4-5 Chandler, AZ
10/9-10 Chandler, AZ
11/6-7 Buttonwillow, CA*
12/4-5 Chandler, AZ*
*double points
Info: 828/684-4297 or
www.ccsracing.com

CCS Race of Champions

National Championship Finals

10/21-24 Daytona Beach, FL

North American

Sport Bike Series

8/14-15 Topeka, KS
9/4-5 Loudon, NH
10/21-24 Daytona Beach, FL
Info: 828/684-4297

SRAC/Mazda Motocross Series

8/15 Berthoud, CO
8/22 Pueblo, CO
9/12 Cheyenne, WY
9/19 Colorado Springs, CO
Info: 307/638-2226

SRAC/Mazda SX Series

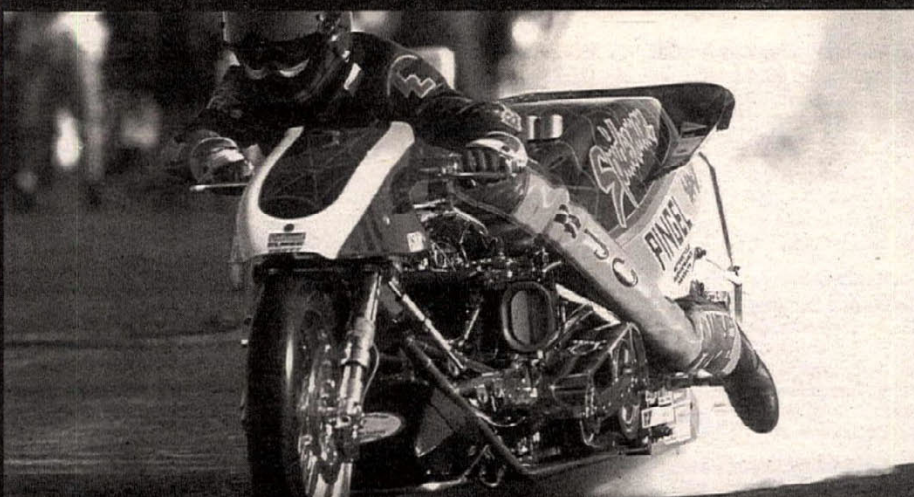
8/7 Grand Junction, CO
8/28 TBA
Info: 307/638-2226

Sunshine State Motocross

Championship Series

8/15 Ocala, FL
8/22 Orlando, FL
8/29 Reddick, FL
9/5 Dade City, FL
9/12 Ona, FL
Info: 352/242-2605

GRAB YOUR
EARPLUGS...



AND HOLD ON
TO YOUR BUTT!

AUGUST 13-15
Indianapolis Raceway Park INDIANAPOLIS, IN

3 Day Event Schedule:

FRIDAY	
1st Rd. Pro Qualifying	11:00am
2nd Rd. Pro Qualifying	3:30pm

SATURDAY	
3rd Rd. Pro Qualifying	11:30am
4th Rd. Pro Qualifying	3:00pm

SUNDAY	
No Bike Started Before 9:00am	
Opening Ceremony	11:00am
1st Rd. Pro Eliminations	1:00pm

General Admission:

ADULTS
\$20 each day; \$35 two-day; \$40 three-day
JUNIORS (10-14yrs)
\$5 each day
CHILDREN (under 10yrs)
FREE with paid adult admission
AMA (members & groups)
\$15 each day

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or call
256/852.1101 (Prostar)
317/291.4090 (raceway)

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What's happening? Cycle News Calendar.

STARWEST
MOTOCROSS PARK

RACING SAT. 8/7 SATURDAY NITE RACE
SAT. 8/14 SATURDAY NITE RACE
SAT. 8/21 SATURDAY NITE RACE

PRACTICE TUES & THURS 4:30 - 9:30 PM MOTORCYCLES ONLY
WED - 4:30 - 9:30 PM MINIS ONLY
SAT 9 AM - 2 PM - ALL SIZE BIKES

PEE WEE TRACK OPEN DURING ALL SESSIONS
On RAMONA EXPY 3 miles east of I-215
At the LAKE PERRIS FAIR GROUNDS
"CALIFORNIA'S HOTTEST NIGHT TRACK"
INFO: 909-943-4535 OR 909-657-8845

TWO TRACKS
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SEPTEMBER 3

"Best Antique Flat Track in the USA"

HALF MILE ANTIQUE MOTORCYCLE FLAT TRACK RACES

AT THE MISSISSIPPI VALLEY FAIRGROUNDS DAVENPORT, IOWA

A J&P PROMOTIONS* EVENT, PO BOX 405, ANAMOSA, IA 52205, 319-462-0011

KB Racing Promotions NorCal Championship MX Series

8/13 Sacramento, CA
8/27 Sacramento, CA
9/10 Sacramento, CA
9/24 Sacramento, CA
10/8 Sacramento, CA
10/22 Sacramento, CA
Info: 916/682-6123 or
www.jps.net/kbracing

California Cross

Motocross Summer Series

8/8 Sacramento, CA
8/29 Sacramento, CA
9/5 Sacramento, CA
9/19 Sacramento, CA
Info: 916/782-8511 or
www.californiacross.com

Meadowlark Motocross Series

8/8 Amherst, OH
8/22 Amherst, OH
9/6 Amherst, OH
Info: 216/988-3133 or 216/988-9100

Meadowlark

Hare Scrambles Series

9/26 Amherst, OH
10/24 Amherst, OH
Info: 216/988-3133 or 216/988-9100

CMRA Endurance

Road Racing Series

8/21-22 Hallett, OK
9/17-19 College Station, TX
Info: 281/342-9032

CMRA Road Racing Series

8/21-22 Calgary, AB, Canada, Rnd 4
9/4-5 Calgary, AB, Canada, Rnd 5
Info: 403/272-7223

Southeastern Mini

Roadracing Association Series

9/9 Concord, NC
10/17 Concord, NC
11/17 Concord, NC
Info: 704/932-6179 or 704/784-1767

MRAN Desert Series

8/14 Panaca, NV
9/18-19 Tonopah, NV
10/16-17 Jean, NV
10/30-31 Mercury, NV
11/20-21 Searchlight, NV
Info: 702/437-MRAN

Southern California Flat

Track Championship Series

8/21 Temecula, CA
9/18 Temecula, CA
10/9 Del Mar, CA
10/23 Temecula, CA
11/21 Temecula, CA
Info: 619/277-1591

District 3 Eastern New York Sports Committee Dirt Track

8/7 Accord, NY
8/14 Harpursville, NY
8/22 Schenectady, NY
8/28 Accord, NY
9/4 Accord, NY
9/12 Schenectady, NY
9/18 Harpursville, NY
9/25 Harpursville, NY
9/26 Schenectady, NY
10/3 Harpursville, NY
10/10 Schenectady, NY
Info: 607/693-1031

Honda Hills

Outlaw Short Track Series

8/14 Thornville, OH
9/18 Thornville, OH
9/25 Thornville, OH
10/2 Thornville, OH
10/16 Thornville, OH
Info: 740/323-3766

Southern Illinois

Hare Scrambles Series

9/12 Fosterburg, IL
9/19 Jonesboro, IL
10/3 Belleville, IL
10/31 White City, IL
Info: 618/235-4777

Virginia Championship

Hare Scrambles Series

8/15 Wytheville, VA
8/22 Danville, VA
9/19 Middlebrook, VA
9/26 Martinsville, VA
10/10 Newport News, VA
10/24 Dillwyn, VA
11/7 Surry, VA
Info: 757/255-4620 or 540/980-0591

ECEA C'ship Enduro Series

8/8 Middlebury Center, PA
8/15 Speedsville, NY
8/29 Mauricetown, NJ
9/12 Shippensburg, PA
9/19 Brandonville, PA
9/26 New Lisbon, NJ
10/24 New Gretna, NJ
10/31 Delaware City, DE
Info: 717/865-0601

ECEA Championship Hare Scrambles Series

10/3 Belle Plain, NJ
10/10 Budds Creek, MD
10/17 Mauricetown, NJ
11/7 Warren Grove, NJ
11/14 New Lisbon, NJ
Info: 717/865-0601

ECEA Dual Sport Series

10/10 Indian Mills, NJ
11/21 Belle Plain, NJ
Info: 717/865-0601

Unlimited Sports

Florida Gold Cup Series

9/19 Gainesville, FL
9/26 Reddick, FL
10/3 Ocala, FL
10/10 Dade City, FL
10/17 Okeechobee, FL
10/24 Gainesville, FL
Info: 904/935-6872

Unlimited Sports

Florida Winter AM Series

1/1-2 Gainesville, FL
1/9 Reddick, FL
1/16 Ocala, FL
1/23 Dade City, FL
1/30 Gainesville, FL
Info: 904/935-6872

Unlimited Sports

Winter National Olympics

11/22-27 Gainesville, FL
Info: 904/935-6872

AUGUST						
S	M	T	W	T	F	S
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15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

SEPTEMBER						
S	M	T	W	T	F	S
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5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30		

*Denotes Pro Payback

Wed, Aug 4

* OHIO MOTOCROSS - AMA, Gallia County Fair, Gallipolis. Info: 740/756-1267.

Thur, Aug 5

* SOUTH CAROLINA ENDURO SERIES - Carolina Enduro Series, Little Brown Jug Enduro, Clinton. Info: 843/558-3031.
* VIRGINIA MOTOCROSS - AMA, District 13, Birch Creek Motorsports, Rnd 5, Balizee Grand Championship Series, Birch Creek Motorsports Park, Danville. Info: 804/724-4392.

Aug 6-7

* NEBRASKA SHORT TRACK - Kam Raceway, night race, Hastings. Info: 402/462-4436 or 402/463-8015.

Aug 6-8

OREGON BIKE SHOW - Hot August Motorsports Jamboree, Pat's Acres Speedway, Canby. Info: 503/671-9132.

Fri, Aug 6

* CALIFORNIA SPEEDWAY - Fast Fridays Speedway Racing, Gold Country Fairgrounds, Auburn. Info: 530/878-7223 or speedwaybikes.com.
* MICHIGAN MOTOCROSS - Motocross Racing Association, Milan Cycle City, MX Freestyle Competition, night race, Milan. Info: 734/439-7735 or 734/241-1600.
* NEVADA MOTOCROSS - CMC, Silverstate Raceway, night race, Carson City. Info: 775/881-2291.

OHIO SPEEDWAY - Lawrenceburg Motorcycle Speedway, Semi-Pro, night race. Info: 513/662-7759.

OKLAHOMA MOTOCROSS - Field of Dreams, Okmulgee. Info: 918/758-0793.

* WISCONSIN MOTOCROSS - AMA Stadium MX, Nielsen Ent. Annual Free Corn Roast, Lake Geneva Raceway, Lake Geneva. Info: 815/337-0864.

Aug 7-8

CALIFORNIA DUAL SPORT RIDE - AMA, District 37, Big Bear Trail Riders, Snow Summit Ski Resort, Big Bear Lake. Info: 909/866-1502 or www.district37ama.org.

* CALIFORNIA MOTOCROSS - Mammoth Mountain Ski Area, Mammoth MX Track, Mammoth. Info: 760/934-5831.

MICHIGAN MOTOCROSS - Baja Acres, Birch Run Road, Millington. Info: 517/871-3356.

MICHIGAN ROAD RACE - Great Lakes Road Racing Association, Rnd 7, Grattan. Info: www.glrta.com/schedule.htm.

Sat, Aug 7

CALIFORNIA SPEEDWAY - Stanley Exhaust Tech Night, Orange County Fairgrounds, night race, Costa Mesa. Info: 949/492-9933.

CALIFORNIA MOTOCROSS - CMXR Summer Series, Rnd 4, Bomber Day, Carlsbad Raceway, Carlsbad. Info: 1-888-550-MOTO or www.carlsbadmx.com.

CALIFORNIA MOTOCROSS - OTHG Over The Hill Gang MX, Los Banos Fairgrounds, Los Banos. Info: 209/839-9332 or www.othg.com.

* CALIFORNIA MOTOCROSS - Starwest Super Summer Series, Starwest Motocross Park, Lake Perris Fairgrounds, Moreno Valley. Info: 909/657-8845 or 909/943-4535.

CALIFORNIA MOTOCROSS - ZLT Racing, Hot Summer Nights, Rnd 6, Perris Raceway, Perris. Info: 909/657-7441.

* CALIFORNIA SPEEDWAY - AMA, Class A Speedway, Cal-Expo Arena, Sacramento. Info: 707/678-5961 or members.aol.com/sidewaysat.

CALIFORNIA OBSERVED TRIALS - "It's Motowest Fun Summer Trials Series," Kids A&B, Novice, Sportsman, Intermediate only, Perris Raceway, Perris. Info: 909/860-1857 or www.itstrials.com.

CALIFORNIA SHORT TRACK - RS Racing, California Dirt Track Championship Series, Chowchilla Fairgrounds, Chowchilla. Info: 559/661-0706.

* CALIFORNIA SHORT TRACK/TT SCRAMBLES - Fast Track Ent., Barona Speedway, Ramona. Info: 619/530-2174 or www.flattrack.com.

CALIFORNIA DUAL SPORT - Assoc. of California Trailriders, Sapiago Springs, El Dorado Nat'l Forest, Pioneer. Info: 888/Act-News.

* COLORADO SUPERCROSS - SRAC/Mazda SX Series, Extreme Promotions, Grand Junction. Info: 307/638-2226 or jamminmx@aol.com.

FLORIDA SHORT TRACK - Orange County Raceway, FDTRA Series, Orlando. Info: 407/381-4001.

* FLORIDA MOTOCROSS - South Florida Sports Committee, Pepsi Air Dania MX Park, Fort Lauderdale. Info: 954/321-9422 or pepsiardaniamx.com.

* GEORGIA SUPERCROSS - Georgia Triplecross Summer SX Series, Rnd 8, Bremen Race Park, Bremen. Info: 770/941-8464 or 770/537-0219 or dirtman23@aol.com.

IDAHO SPEEDWAY - Budweiser Intermountain Speedway Racers Association Dirt Track Series, Salmon. Info: 208/756-2548 or 208/769-2005.

ILLINOIS HILLCLIMB - AMA, District 17, Cahokia Creek Dirt Riders Inc., White City. Info: 217/324-5069.

* INDIANA MOTOCROSS - Steeltown MX Club, Chrisney City Park, Steeltown MX Park, Chrisney. Info: 812/925-8850 or 888/957-RACE.

* IOWA MOTOCROSS - National Cattle Congress Grounds, night race, Waterloo. Info: 319/234-4375.

IOWA DIRT TRACK - Iowa Dirt Track Series, Rnd 6, Oskaloosa. Info: 515/265-8388.

KANSAS MOTOCROSS - Racer's Edge MX, Baxter Springs. Info: 417/833-1574.

* MICHIGAN MOTOCROSS - AMA, District 14, Dirt Riders Motorsports, Log Road Motocross, Coldwater. Info: 419/636-5430 or 419/636-7462.

MISSOURI MOTOCROSS - Sprout Patch MX, Surdyke Series, Rnd 1, Billings. Info: 417/744-2593.

MISSOURI MOTOCROSS - Challenge Trax, CT Summer Series, Rnd 7, Kingsville. Info: 816/779-5020.

* MONTANA SUPERCROSS - Fifth Gear Promotions, Electric City Dirt Riders, Rainbow Motorsports Complex, Great Falls. Info: 406/739-4437 or 761-6811.

NEW YORK SPEEDWAY - U.S. vs. Canada, New Champion Speedway, Owego. Info: 716/723-9746 or 716/227-2223.

* NORTH CAROLINA MOTOCROSS - NAME Under The Lights Series, night race, Rolling Hills Cycle Park, Reidsville. Info: 336/342-4492.

OHIO TRIALS - Mid-Atlantic Vintage Trials Series, Toronto. Info: 410/775-7209.

* OHIO MOTOCROSS - Motocross Racing Association, Delta Raceway, night race, Delta. Info: 419/822-3006 or 734/241-1600.

* OHIO MOTOCROSS - AMA, Auglaize County Fair, Wapakoneta. Info: 740/756-1267.

* OKLAHOMA MOTOCROSS - ARP, Ascot Park, night race, Fort Smith. Info: 501/474-1561.

* OKLAHOMA MOTOCROSS - Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

* PENNSYLVANIA SHORT TRACK - AMA, Armin Hostetter Trail-Way Speedway, Hanover. Info: 717/359-4310 or www.trailwayspeedway.com.

* TEXAS MOTOCROSS - Village Creek Motocross Park, night race, Fort Worth. Info: 817/572-7713 or 483-5028 or www.villagecreekmx.com.

Sun, Aug 8

* CALIFORNIA MOTOCROSS - Nevada State Championship Series, Rnd 5, Moto-X-West and Jim Willis, Sapiago Springs MX Track, Sapiago Springs. Info: 209/795-1530 or jaja@phonewave.net.

* CALIFORNIA MOTOCROSS - California Cross Summer Series, Hangtown National Track, Prairie City SVRA. Info: 916/782-8511 or www.californiacross.com.

COLORADO MOTOCROSS - High Desert Racing Club, AMA, District 45, Mancos. Info: 970/533-9747.

* DELAWARE SHORT TRACK - Delaware Motorsports, Seaford Speedway, Seaford. Info: 302/422-8661.

* FLORIDA HARE SCRAMBLES - North Florida Raceway, Hilliard. Info: 904/608-6535.

KANSAS MOTOCROSS - Silver City MX, KORR MX Fall Series, Rnd 3, Sterling Amateur Nationals, Sterling. Info: 316/278-2487.

KENTUCKY HARE SCRAMBLES - AMA, Eagle Creek MC Park, Mason Lane, Owenton. Info: 606/472-3442.

MARYLAND MOTOCROSS - AMA, District 7, Antietam Motorcycle Club, Howell Road, Hagerstown. Info: 301/797-8686 or 797-1607 or members.aol.com/antietamcc/index.html.

MICHIGAN MOTOCROSS - AMA, District 14, Dirt Riders Motorsports, Log Road Motocross, Coldwater. Info: 419/636-5430 or 419/636-7462.

MICHIGAN HILLCLIMB - Port Huron M/C Club, Port Huron. Info: 810/982-4894 or 810/982-6798.

MISSOURI HARE SCRAMBLES - Missouri Hare Scrambles Championship, Lake Creek, Cole Camp. Info: 417/537-8406.

MISSOURI MOTOCROSS - Midwest Motorsports, AMA, District 18, Kahoka. Info: 660/727-3301.

* MONTANA MOTOCROSS - Fifth Gear Productions, Electric City Dirt Riders, Rainbow Motorsports Complex, Great Falls. Info: 406/739-4437 or 761-6811.

* NEBRASKA MOTOCROSS - Cornhusker Motocross Circuit, Phillipsburg. Info: 308/345-3744.

* NEW JERSEY MOTOCROSS - Raceway Park Motocross, Normal Semi-Pro Race Day, Englishtown. Info: 732/446-7800 or etownrcwy@aol.com.

NEW YORK MOTOCROSS - WNYSC Silver Springs Racing, Rock Glen. Info: 716/786-2087 or members.xoom.com/ssmxc racing.

* NEW YORK SCRAMBLES - Crusaders MC, Albion. Info: 716/682-3344.

NEW YORK MOTOCROSS - Claverack Motocross, AMA, District 34 Suzuki contingency, Claverack. Info: 518/828-6149.

OHIO GRAND PRIX - Motocross Racing Association, Delta Raceway, Delta. Info: 419/822-3006 or 734/241-1600 or www.racemra.com.

* OHIO MOTOCROSS - CRA Amherst Meadowlark MX, Amherst. Info: 440/988-3133 or 440/988-9100.

OHIO DUAL SPORT - C.E.R.A., AMA/Dist 11, Tar Hollow State Park, St. Rt 327, Loudonderry. Info: 740/775-4694 or 740/779-3518 or www.bright.net/~pkasler

RHODE ISLAND AMATEUR TRIALS - New England Trials Association, Rhode Island Trials Club, Smith's Berry Farm, North Kingston. Info: 781/938-9298 or people.ne.mediaone.net/trials-neta/index.html.

TENNESSEE MOTOCROSS - Mid-South Amateur Championship Series, Great River Road Raceway, Dyersburg. Info: 901/286-6565 or www.flybnyite.com.

* WISCONSIN MOTOCROSS - AMA, Aztalan Cycle Club, Clubgrounds, Lake Mills. Info: 414/297-9367.

Mon, Aug 9

KANSAS FLAT TRACK - VDTRA All-Stars Flat Track Racing Series, night race, Pro-600, Pro Masters, Pro-Twin classes, Stockton. Info: 719/541-2741.

Tue, Aug 10

KANSAS FLAT TRACK - VDTRA All-Stars Flat Track Racing Series, night race, Pro-600, Pro Masters, Pro-Twin classes, Stockton. Info: 719/541-2741.

MICHIGAN SUPERCROSS - Michigan State Fair Supercross Series, Branch County Fair, Coldwater. Info: 616/924-5778.

Thurs, Aug 12

* OHIO MOTOCROSS - AMA, Hartford Fair, Croton. Info: 740/756-1267.

* SOUTH CAROLINA ENDURO - Carolina Enduro Series, Long Cane Enduro, Abbeville. Info: 843/558-3031.

SOUTH DAKOTA FLAT TRACK - VDTRA All-Stars Flat Track Racing Series, day race, Sturgis. Info: 719/541-2741.

Aug 13-15

INDIANA DRAG RACE - AMA, Prostar National Drag Racing Series, Pingel Thunder Motorcycle Nationals, Rnd 6, Indianapolis. Info: 256/852-1101

Fri, Aug 13

* CALIFORNIA MOTOCROSS - KB Racing Promotions, night race, Sacramento Raceway Park, Sacramento. Info: 916/682-6123 or www.jps.net/kbracing.

* CALIFORNIA SPEEDWAY - Fast Fridays Speedway Racing, Gold Country Fairgrounds, Auburn. Info: 530/878-7223 or speedwaybikes.com.

IDAHO SPEEDWAY - Budweiser Intermountain Speedway Racers Association Dirt Track Series, Meridian. Info: 208/756-2548 or 208/769-2005.

* MICHIGAN MOTOCROSS - Motocross Racing Association, Milan Cycle City, night race, Milan. Info: 734/439-7735 or 734/241-1600.

NEW YORK MOTORCYCLE DRAG RACING - Orient Express Powersports, Olin's Super Quick Only, Gardner Racing Concepts, Lebanon Valley Dragway, West Lebanon. Info: 518/794-7130.

OHIO SPEEDWAY - Lawrenceburg Motorcycle Speedway, Semi-Pro, night race. Info: 513/662-7759.

* OHIO MOTORCYCLE & QUAD RACE - CRA, Wayne County Speedway, Orrville. Info: 330/948-4613 or www.waynecountyspeedway.com.

OKLAHOMA MOTOCROSS - Field of Dreams, Okmulgee. Info: 918/758-0793.

SOUTH DAKOTA FLAT TRACK - VDTRA All-Stars Flat Track Racing Series, Pro-600, Pro Masters, Pro-Twin Classes, night race, Sturgis. Info: 719/541-2741.

* WISCONSIN MOTOCROSS - AMA Stadium MX, Nielsen Ent. Pro-Challenge Suzuki & Kawasaki contingency, Lake Geneva Raceway, Lake Geneva. Info: 815/337-0864.

* WYOMING ARENA CROSS - Douglas Motocross Club, Toby Spence, Wyoming State Fairgrounds, Douglas. Info: 307/358-6302 or jainslie@wyoming.com.

Aug 14-15

* CALIFORNIA ROAD RACE - WSMC Road Racing Series, Willow Springs Int'l Raceway, Rosamond. Info: 805/256-1234 or www.race-wsmc.com.

CALIFORNIA MINI ROAD RACE - Northern California Mini Road Racing Association, Prairie City SVRA, Sacramento. Info: 916/722-5517 or ncmmra@aol.com.

CALIFORNIA SUPER TT - STTARS Super TT Triple Crown National Championship, Rnd 2, Donner ski area, Donner Summit. Info: 949/768-4626 or www.supertt.com.

OHIO SHORT TRACK - 100cc Vintage Flat Track Club, Thornville. Info: 740/929-4229.

OHIO POKER RUN - Amherst Meadows Poker Run and Corn Roast, Amherst. Info: 440/988-3133 or 440/988-9100.

*** OHIO MOTOCROSS** - CRA, Malvern Motocross Park, Hardings Park Cycle Night, Malvern. Info: 330/262-4945.

*** OHIO MOTOCROSS** - AMA, Dist. 11, Ohio Valley Motocross Park, Sonora. Info: 740/455-6534.

*** OKLAHOMA MOTOCROSS** - ARP, Ascot Park, night race, Fort Smith. Info: 501/474-1561.

*** OKLAHOMA MOTOCROSS** - Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

SOUTH DAKOTA FLAT TRACK - VDTA All-Stars Flat Track Racing Series, night race, Sturgis. Info: 719/541-2741.

TENNESSEE MOTOCROSS - Fort Campbell Motocross Club, Rnd 1, Clarksville. Info: 931/906-5598 or 931/552-3593.

*** TEXAS MOTOCROSS** - Village Creek Motocross Park, night race, Fort Worth. Info: 817/572-7713 or 483-5028 or www.villagecreekmx.com.

Sun, Aug 15

ARKANSAS MOTOCROSS - Rad Roosters MX, Prairie Grove. Info: 501/839-2962.

*** CALIFORNIA MOTOCROSS** - CMMC, Barona Oaks Raceway, Rnd 13, Ramona. Info: 760/752-8252 or www.baronaoks.com.

CALIFORNIA MOTOCROSS - Vintage MX, AHRMA, Glen Helen, San Bernardino. Info: 714/965-0660.

*** COLORADO MOTOCROSS** - SRAC/Mazda MX Series, Rocky Mountain Promotions, Berthoud. Info: 303/988-7722 or 303/989-7436 or jamminmx@aol.com.

*** DELAWARE SHORT TRACK** - Delaware Motorsports, Seaford Speedway. Info: 302/422-8661.

FLORIDA MOTOCROSS - ProSports USA, Sunshine State MX Championship Series, Hardrock Cycle Park, Ocala. Info: 352/242-2605.

GEORGIA HARE SCRAMBLES - Georgia State Hare Scramble Championship Series, Rnd 4, Paradise Off-Road Park. Info: 912/475-5711.

*** IDAHO MOTOCROSS** - Owyhee Motorcycle Club, Boise. Info: 208/922-3353.

MISSOURI MOTOCROSS - Possum Hollow MX, Halltown. Info: 417/581-1977.

MISSOURI MOTOCROSS - Wide-Open Moto-Park, Lebanon. Info: 417/588-9777.

MISSOURI MOTOCROSS - HLR Motorsports Park, State Series, Rnd 4, AMA, District 18, Moberly. Info: 660/263-4296.

MONTANA MOTOCROSS - High Country Motorcycle Association, Helena.

*** NEVADA MOTOCROSS** - CMC Trans-Cal MX Nationals, Rnd 1 North, Silverstate Raceway, Carson City. Info: 775/267-4392.

*** NORTH CAROLINA MOTOCROSS** - AMA, Dixieland Motorsports MX Track, Districts 29 & 13, Elizabeth City. Info: 757/549-7012 or www.ecmx.com.

*** NORTH CAROLINA MOTOCROSS** - Devil's Ridge MX, Fall Series, District 29, AMA, Sanford. Info: 919/776-1767.

OHIO ROAD RUN - District 12 of Ohio, Yankee Road Run, Defiance. Info: 419/542-8807.

OHIO ENDURO - C.E.R.A., AMA/Dist 11, Londonderry. Follow arrows to club grounds. Info: 740/775-46947 or 740/779-3518 or www.bright.net/~pkasler.

*** PENNSYLVANIA MOTOCROSS** - Sleepy Hollow MX Park Inc., Fredericksburg. Info: 717/273-1180 or 717/865-5530.

*** PENNSYLVANIA MOTOCROSS** - Doublin Gap MX Park, Newburg. Info: 717/249-6036.

RHODE ISLAND AMATEUR TRIALS - New England Trials Association, King Philip Trail Riders, Cumberland. Info: 781/938-9298 or people.ne.media one.net/trials-net/index.html.

*** WASHINGTON SHORT TRACK** - Catywampus Caveman MC, AMA, District 27, Thurston County ORV & Elma. Info: 425/745-4010.

*** WISCONSIN MOTOCROSS** - AMA, District 16, Triplecross Series, Lake Geneva Raceway, Lake Geneva. Info: 815/337-0864.

*** WISCONSIN DIRT TRACK** - Badger Racing Association, Winnabago County Fair, Oshkosh. Info: 920/699-3387.

Mon, Aug 16

*** MISSOURI MOTOCROSS** - Ironhorseman MC, RJ Wohlburg Racing, Missouri State Fairgrounds, Sedalia. Info: 660/826-2925.

Tues, Aug 17

*** MICHIGAN ARENACROSS** - AMA, Checkered Flag Productions, Upper Peninsula Fairgrounds, Escanaba. Info: 940/683-4742 or www.cfracing.com.

Wed, Aug 18

CALIFORNIA MOTOCROSS - Saturday Motocross, Glen Helen, San Bernardino. Info: 619/484-1441.

*** OHIO MOTOCROSS** - AMA, Holmes County Fair, Millersburg. Info: 740/756-1267.

Thur, Aug 19

MISSOURI MOTOCROSS - Cycle World, AHRMA Vintage Race, Hawk Point. Info: 314/338-4090.

*** ILLINOIS DIRT TRACK** - Badger Racing Association, Winnabago County Fair, Pecatonica. Info: 920/699-3387.

Aug 20-22

OHIO BIKER BASH - Bear Creek Biker Bash, Abate of Ohio Inc., Region Zero, East Sparta. Info: 330/654-2761.

Aug 20-23

CANADA TRAIL AND DUAL SPORT - Blair Sharpless and Company, Kawasaki Trail Ride and Dual Sport Series, Four-Day Tour of Ontario. Info: 905/666-9734.

Fri, Aug 20

*** CALIFORNIA SPEEDWAY** - Fast Fridays Speedway Racing, Gold Country Fairgrounds, Auburn. Info: 530/878-7223 or speedwaybikes.com.

*** MICHIGAN MOTOCROSS** - Motocross Racing Association, Milan Cycle City, night race, Delta. Info: 419/822-3006 or 734/241-1600.

MICHIGAN SUPERCROSS - Michigan State Fair Supercross Series, Calhoun County Fair, Marshall. Info: 616/924-5778.

NEW YORK SPEEDWAY - AMA, U.S. Open Qualifier, New Champion Speedway, Owego. Info: 716/723-9746 or 716/227-2223.

OHIO SPEEDWAY - Lawrenceburg Motorcycle Speedway, Semi-Pro, night race. Info: 513/662-7759.

*** OHIO MOTOCROSS** - CRA, Malvern Motocross Park, Waynesburg McDonald's Night, Malvern. Info: 330/262-4945.

OKLAHOMA MOTOCROSS - Field of Dreams, Okmulgee. Info: 918/758-0793.

WASHINGTON SPEEDWAY - Budweiser Intermountain Speedway Racers Association Dirt Track Series, Spokane. Info: 208/756-2548 or 208/769-2005.

*** WISCONSIN MOTOCROSS** - AMA Stadium MX, District 16 Stadium Series, Lake Geneva Raceway, Lake Geneva. Info: 815/337-0864.

Aug 21-22

*** FLORIDA ROAD RACE** - CCS, Moroso Motorsports Park, West Palm Beach. Info: 561/793-3394.

MISSOURI MOTOCROSS - Finger Lakes State Park, AMA, District 18, Columbia. Info: 314/488-3174.

PENNSYLVANIA GYPSY TOUR - Pagoda Motorcycle Club, AMA, District 6, Birdsboro. Info: 610/582-3717.

*** WASHINGTON TT** - Catywampus Caveman, AMA, District 27, Vic Ebbutt Memorial, Elma. Info: 425/745-4010.

WISCONSIN SHORT TRACK - AMA, Aztalan Cycle Club, Clubgrounds, Lake Mills. Info: 414/297-9367 or 353-5920.

TEXAS DRAG RACE - American Motorcycle Racing Association, 5th annual Texas Spring Round-Up, Hallsville Raceway, Hallsville. Info: 903/668-2858.

Sat, Aug 21

*** ALABAMA MOTOCROSS** - Kilpatrick MX, night race, Albertville. Info: 256/561-3495 or www.kilpatrickmotocross.com.

*** CALIFORNIA SHORT TRACK** - Lodi MC, AMA, District 36, Hot Harley Night, Lodi. Info: 209/833-0639 or 209/368-7182.

CALIFORNIA SPEEDWAY - Harley-Davidson Night, Orange County Fairgrounds, Costa Mesa. Info: 949/492-9933.

CALIFORNIA FLAT TRACK - Southern California Flat Track Championship Series, San Diego Flat Track Association, Temecula. Info: 619/277-1591.

*** CALIFORNIA MOTOCROSS** - CMC Trans-Cal MX Nationals, Rnd 2 North, Riverfront Park, Marysville. Info: 530/695-2727 or marysvillemx.com.

CALIFORNIA MOTOCROSS - CMXR Summer Series, Rnd 5, Mini Day, Carlsbad Raceway, Carlsbad. Info: 1-888-550-MOTO or www.carlsbadmx.com.

CALIFORNIA MOTOCROSS - OTHG Over The Hill Gang only, Support class available, Carnegie SVRA MX, Tracy. Info: 209/839-9332 or www.othg.com.

*** CALIFORNIA MOTOCROSS** - Starwest Super Summer Series, Starwest MX Park, Lake Perris Fairgrounds, Moreno Valley. Info: 909/657-8845 or 909/943-4535.

CALIFORNIA MOTOCROSS - Over The Hill Gang Motocross, night race, Starwest, Moreno Valley. Info: 562/941-1515.

CALIFORNIA MOTOCROSS - ZLT Racing, Hot Summer Nights, Rnd 8, Perris Raceway, Perris. Info: 909/657-7441.

CALIFORNIA OBSERVED TRIALS - "It's Motocross Fun Summer Trials Series," Kids A&B, Novice, Sportsman, Intermediate only, Perris Raceway, Perris. Info: 909/860-1857 or www.itstrials.com.

CONNECTICUT TRAIL RIDE - New England Trail Rider Association, Nervous Novice, Union. Info: 860/875-5757 or netra.org.

FLORIDA SHORT TRACK - Orange County Raceway, Orlando. Info: 407/381-4001.

*** FLORIDA MOTOCROSS** - South Florida Sports Committee, Pepsi Air Dania MX Park, Fort Lauderdale. Info: 954/321-9422 or pepsiairdania.com.

*** GEORGIA SUPERCROSS** - Outback Range & Recreational Center, Mitchell Run Track, Hazlehurst. Info: 912/375-0765.

*** IDAHO SHORT TRACK** - Owyhee Motorcycle Club, OMC Club Grounds, Boise. Info: 208/922-3353.

*** INDIANA MOTOCROSS** - AMA, District 15, Podium One Motocross, Charlestown. Info: 812/256-5517 or podium.com.

*** INDIANA MOTOCROSS** - Steeltown MX Club, Chrisney City Park, Steeltown MX Park, Chrisney. Info: 812/925-8850 or 888/957-RACE.

IOWA MOTOCROSS - AMA, MX Kingdom Inc., District 22, Dallas County Fairgrounds, Adel. Info: 515/285-6910.

*** IOWA MOTOCROSS** - National Cattle Congress Grounds, night race, Waterloo. Info: 319/234-4375.

KANSAS MOTOCROSS - Racer's Edge MX, Baxter Springs. Info: 417/833-1574.

MISSOURI MOTOCROSS - Sprout Patch MX, Surdyke Series, Rnd 3, Billings. Info: 417/744-2593.

MISSOURI MOTOCROSS - Challenge Trax, CT Summer Series, Rnd 9, Kingsville. Info: 816/779-5020.

*** MISSOURI MOTOCROSS** - Megacross, Paris Dirttrackers Inc., Blodgett. Info: 901/642-0511 or 573/471-2717 or www.flybynite.com.

*** NEVADA MOTOCROSS** - Nevada State C'ship Series, Rnd 6, Moto-X-West, Nevada MX Development, Churchill County Fairgrounds, Fallon. Info: 775/423-8226 or jaja@phonewave.net.

*** NEBRASKA SHORT TRACK** - Kam Raceway, night race, Hastings. Info: 402/462-4436 or 402/463-8015.

NEBRASKA SHORT TRACK - Norfolk Short Track, Norfolk. Info: 402/887-5380.

NEW YORK SPEEDWAY - AMA, U.S. Open Speedway Championships, New Champion Speedway, Owego. Info: 716/723-9746 or 716/227-2223.

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APRIL 10 - OCTOBER 2

Stanley Exhaust Tech Night Aug. 7
Coors Light/The Mix Skit Night #2 Aug. 14
Orange County Harley Davidson Night Aug. 21
Youth Mini Cycle & Jr. Speedway Series Aug. 28
(11 am to 3 pm)
Celebrity Death Match & Speedway...+ Midgets! Aug. 28

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SATURDAY NIGHTS **GATES OPEN 6:30pm**
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1999 California Race Schedule

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Saturday Aug. 7 Saturday Night Special LACR
Saturday Aug. 14 Saturday Night Special LACR
Saturday Aug. 21 Saturday Night Special LACR
Sunday Aug. 22 Los Coyotes MX / Dist. 37 LACR
Saturday Aug. 28 Saturday Night Special LACR

Wed. Practice May 12 to Sept. 29 - 4pm to 9pm
Fri. Practice May 28 to Sept. 24 - 4pm to 9pm
CRC Info (661) 272-8889
www.netport.com/lacr-crc

Competition Park Motocross San Jacinto, CA

Open Practice:
8:00 AM - 6:00 PM (All Tracks)

Thursday, Friday,

Saturday, Sunday

Motocross / Int. Supercross / 60 & 80 / PeeWee
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Practice and Race
Schedule for
Perris Raceway

Sat., Aug 7 Hot Summer Nights
Gates Open 2:30, Practice 4, Racing 5:15
Tues., Aug 10 10 to 4 Big Bikes 4 to dusk minis
Wed., Aug 11 2:00pm to 9:00pm
Thurs., Aug 12 4:00pm to 9:30pm
Fri., Aug 13 4:00pm to 9:30pm
Practice Only

New Pee Wee Track available.
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* All dates subject to change. Call for more information. (909) 657-7441



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RACING ON THE TUBE AUGUST BROADCASTS

DATE	TIME	EVENT	NETWORK
8/4/99	4:00 AM	AMA Motocross - New Berlin, NY (R)	ESPN2
8/5/99	6:30 PM	MotoWorld	ESPN2
8/5/99	7:00 PM	Bike Week - Dave Despain, host	Speed
8/6/99	2:30 AM	MotoWorld (R)	ESPN2
8/6/99	9:30 PM	Aprilia Cup Challenge - Laguna Seca	Speed
8/8/99	9:30 PM	AMA Motocross - Troy, OH	ESPN2
8/9/99	7:30 AM	MotoWorld (R)	ESPN2
8/10/99	7:30 PM	Motorcyclist, Dave Despain, host	Speed
8/10/99	8:00 PM	Canadian Superbike C'ship - Mosport	Speed
8/10/99	9:00 PM	AMA Formula Xtreme - Brainerd	Speed
8/12/99	6:30 PM	MotoWorld	ESPN2
8/12/99	7:00 PM	Bike Week - Dave Despain, host	Speed
8/12/99	10:00 PM	AMA Motocross - Washougal, WA	ESPN2
8/13/99	4:00 AM	AMA Motocross - Troy, OH (R)	ESPN2
8/13/99	8:00 PM	FIM World GP 125 - Germany	Speed
8/15/99	1:00 AM	MotoWorld (R)	ESPN2
8/16/99	5:30 AM	MotoWorld (R)	ESPN2
8/17/99	7:00 PM	American Thunder - Daytona Bike Week	Speed
8/17/99	10:00 PM	FIM World Supersport - England	Speed
8/19/99	6:30 PM	MotoWorld	ESPN2
8/19/99	7:00 PM	Bike Week - Dave Despain, host	Speed

All times shown are Eastern. ESPN2, Fox Sports Net and Speedvision listed above.

Networks frequently modify program schedules. Consult your local cable listings to confirm broadcast dates and times. Cycle News is not responsible for errors in scheduling.

New Season Starts in September...

Watch for Dates!
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MOTOCROSS

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Southern Region
Sun. Sep 12 GFI Fall Series Round 1
Sun. Sep 19 GFI Fall Series Round 2
Sun. Sep 26 GFI Fall Series Round 3
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GFI Elsinore Grand Prix Entries Open August 23rd
Call GFI for More Information

Perris
Starwest
Glen Helen

CMC Racing 949/367-1141

Trans-Cal MX Nationals *
Sun. Aug 15 Rnd 1N Silverstate Raceway, Carson City, NV
Sat. Aug 21 Rnd 2N Riverfront Park, Marysville, CA
Sat. Aug 28 Rnd 1PNW Albany SX Track, Albany, OR
Sun. Aug 29 Rnd 2PNW Albany SX Track, Albany, OR
Sun. Aug 29 Rnd 1S Glen Helen Raceway, Devore, CA
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Northern Region
Sun. Sept. 5 GFI Fall Series Rd. 1 Hollister Hills GP Track Hollister, CA
Sun. Sept. 12 AMP/GFI MX all Sportsman Hollister Hills GP Track Hollister, CA
Sun. Sept. 19 GFI Fall Series Rd. 2 Outfield Raceway Turlock, CA
Sun. Sept. 26 GFI Fall Series Rd. 3 Outfield Raceway Turlock, CA

Calendar

Calendar listings are a free service for Cycle News readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

* NEW YORK STADIUMCROSS - Frozen Ocean Motocross Park Inc., Auburn. Info: 315/784-5466 or www.frozen-ocean.com.

NEW YORK MOTORCYCLE DRAG RACING - Orient Express Powersports, Prostar Regional, Mad Max Enterprises, Lebanon Valley Dragway, West Lebanon. Info: 518/794-7130.

* NORTH CAROLINA MOTOCROSS - NAME Under The Lights Series, night race, Rolling Hills Cycle Park, Reidsville. Info: 336/342-4492.

* OHIO MOTOCROSS - Motocross Racing Association, Delta Raceway, night race, Delta. Info: 419/822-3006 or 734/241-1600.

* OKLAHOMA MOTOCROSS - ARP, Ascot Park, night race, Fort Smith. Info: 501/474-1561.

* OKLAHOMA MOTOCROSS - Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

* TEXAS MOTOCROSS - Village Creek Motocross Park, night race, Fort Worth. Info: 817/572-7713 or www.villagecreekmx.com.

UTAH DRAG RACE - AMA, Prostar West Drag Racing Series, Rnd 3, Salt Lake City. Info: 256/852-1101.

Sun, Aug 22

ARKANSAS MOTOCROSS - Arkansas Motorsport Park, Donaldson. Info: 501/778-5712.

CALIFORNIA TT - Lodi MC, AMA, District 36, Lodi Cycle Bowl, Lodi. Info: 209/833-0639 or 209/368-7182.

* COLORADO MOTOCROSS - SRAC/Mazda MX Series, Pueblo Motorsports Inc., Pueblo. Info: 303/988-7722 or 303/989-7436 or jamminmx@aol.com.

COLORADO MOTOCROSS - AMA, District 25, Rocky Mountain Motocross Association, Summer Series, Rnd 4, IMI Motorsports, Erie. Info: 303/271-0190 or www.rmxa.com.

COLORADO MOTOCROSS - AMA, District 25, Rocky Mountain Motocross Association, Summer Series, Rnd 5, All-Star Promotions, Watkins. Info: 303/271-0190 or www.rmxa.com.

* DELAWARE SHORT TRACK - Delaware Motorsports, Seaford Speedway, Seaford. Info: 302/422-8661.

DELAWARE SHORT TRACK - Delmarva Short Track Championship, Delaware Motor Sports Inc., Seaford. Info: 302/629-6535 or 302/422-8661.

FLORIDA MOTOCROSS - ProSports USA, Sunshine State MX Championship Series, Orlando MX Park, Orlando. Info: 352/242-2605.

* ILLINOIS HALF MILE - CIDRA, AMA, District 17, Lewiston. Info: 309/647-3009 or dirttrack17dir@juno.com.

IOWA MOTOCROSS - Goat Eyewear contingency, SD/IA MX Series, Sioux City. Info: 712/938-2153.

* MARYLAND MOTOCROSS AND HARE SCRAMBLES - AMA, Districts 7 & 13, Budds Creek MX Park, Maryland. Info: 301/994-9555 or www.buddscreek.com.

MEXICO MOTOCROSS - Too Much Fun Promotions, La Playa MX GP Series, Rnd 3, Rosarito, BC. Info: www.toomuchfun.com.mx.

MICHIGAN DIRT TRACK - High Point Series, Poer Huron M/C Club, Port Huron. Info: 810/982-4894 or 810/982-6798.

* MISSOURI HARE SCRAMBLES - Missouri Hare Scrambles Championship, MHSC Series Race, Lebanon. Info: 417/537-8406.

* NEBRASKA MOTOCROSS - Cornhusker Motocross Circuit, Stockton. Info: 308/345-3744.

* NEW JERSEY MOTOCROSS - Raceway Park Motocross, normal Semi-Pro race day, Englishtown. Info: 732/446-7800 or etownrcwy@aol.com.

NEW JERSEY BIKE SHOW - 10th annual AHDR Harley-Davidson Summer Festival, Old Bridge Township Raceway Park, Englishtown. Info: 732/446-7800.

NEW YORK MOTOCROSS - WNYSC Silver Springs Racing, Rock Glen. Info: 716/786-2087 or members.xoom.com/ssmxracing.

* NEW YORK MOTOCROSS - Northeast Day of Champions, CNYMRA, AMA, District 3, Auburn. Info: 315/784-5466 or 784-5517.

* NORTH CAROLINA HARE SCRAMBLES - Mid-East Hare Scramble State Line Motorcycle Club, Weiborn Farm, Boonville. Info: 704/937-9177 or 704/484-9000.

* NORTH CAROLINA HARE SCRAMBLES - Devil's Ridge North Carolina Hare Scrambles Series, Sanford. Info: 919/776-1767.

OHIO GRAND PRIX - Motocross Racing Association, Delta Raceway, Delta. Info: 419/822-3006 or 734/241-1600 or www.racemra.com.

OHIO ROAD RACE - Ohio YSR League, Circleville Raceway Park, Circleville. Info: 614/755-2484 or oylers.home.mindspring.com.

OHIO ROAD RUN - District 12 of Ohio, Scioto Valley Melon Run, Kenton. Info: 419/673-1098.

* OHIO MOTOCROSS - Sunset Ramblers MC, Galion. Info: 419/562-6931 or 562-7325.

* OHIO MOTOCROSS - CRA Amherst Meadowlark MX, Amherst. Info: 440/988-3133 or 440/988-9100.

* PENNSYLVANIA MOTOCROSS - Doublin Gap MX Park, Newburg. Info: 717/249-6036 or www.doublinggap.com.

* PENNSYLVANIA SHORT TRACK - Shippensburg Motorcycle Club, Barr Racing, Shippensburg Speedway, Exit #10 off PA I-81. Info: 717/796-0294.

TENNESSEE MOTOCROSS - Fort Campbell Motocross Club, Rnd 2, Clarksville. Info: 931/906-5598 or 931/552-3593.

* WASHINGTON MOTOCROSS - AMA, Dunlop Day, Washougal MX Park, Washougal. Info: 541/673-1671 or washougalmx.com.

Tues, Aug 24

MICHIGAN SUPERCROSS - Michigan State Fair Supercross Series, Western Michigan Fair, Ludington. Info: 616/924-5778.

Wed, Aug 25

CALIFORNIA MOTOCROSS - Saturday Motocross, Glen Helen, San Bernardino. Info: 619/484-1441.

Thur, Aug 26

WASHINGTON DIRT TRACK - Spokane Dirt Track Racing, Airway Heights ORV Park, Spokane. Info: 509/484-4844.

Aug 27-28

* NEW YORK MOTOCROSS - Broome-Tioga Sports Center Inc., AMA, Suzuki/Arctic Cat Amateur National, Binghamton. Info: 607/849-4438 or www.broome-tioga.com.

WASHINGTON FLAT TRACK - VDTRA All-Stars Flat Track Racing Series, night race, Spokane. Info: 719/541-2741.

WASHINGTON DIRT TRACK - Playfair, AMA, VDTRA National Series, night race, Spokane. Info: 509/489-5023.

Fri, Aug 27

* CALIFORNIA MOTOCROSS - KB Racing Promotions, Night Race, Sacramento Raceway Park, Sacramento. Info: 916/682-6123 or www.jps.net/kbracing.

* CALIFORNIA SPEEDWAY - Fast Fridays Speedway Racing, Gold Country Fairgrounds, Auburn. Info: 530/878-7223 or speedwaybikes.com.

IDAHO SPEEDWAY - Budweiser Intermountain Speedway Racers Association Dirt Track Series, Meridian. Info: 208/756-2548 or 208/769-2005.

* MICHIGAN MOTOCROSS - Motocross Racing Association, Milan Cycle City, night race, Milan. Info: 734/439-7735 or 734/241-1600.

MICHIGAN SUPERCROSS - Michigan State Fair Supercross Series, Hudsonville Community Fair, Hudsonville. Info: 616/924-5778.

* NEVADA MOTOCROSS - CMC, Silverstate Raceway, night race, Carson City. Info: 775/881-2291.

OHIO SPEEDWAY - Lawrenceburg Motorcycle Speedway, Semi-Pro, night race. Info: 513/662-7759.

* OHIO MOTOCROSS - AMA, Columbiana County Fair, Lisbon. Info: 740/756-1267.

OKLAHOMA MOTOCROSS - Field of Dreams, Okmulgee. Info: 918/758-0793.

OREGON SHORT TRACK - Pat's Acres Speedway, Canby. Info: 503/284-2989.

* WISCONSIN MOTOCROSS - AMA Stadium MX, Suzuki contingency, Lake Geneva Raceway, Lake Geneva. Info: 815/337-0864.

Aug 28-29

CALIFORNIA DUAL SPORT - ACT, Connor Pass, Bear Valley. Info: 888/228-6397 or www.dualsportadventures.

OREGON ROAD RACE - Oregon Motorcycle Roadracing Association, Italian Day. Info: 503/221-1487 or www.omra.com.

PENNSYLVANIA SUPER TT - STTARS Super TT American Racing Series, Northeast, Rnd 2, Pocono International Raceway, Pocono. Info: 949/768-4626 or www.supertt.com.

Sat, Aug 28

ARKANSAS MOTOCROSS - Cleburn County Speedway, Heber Springs. Info: 501/362-6325.

CALIFORNIA SPEEDWAY - Youth Mini Cycle and Junior Speedway Series, Rnd 3, Celebrity Death Match, Orange County Fairgrounds, Costa Mesa. Info: 949/492-9933.

CALIFORNIA MOTOCROSS - CMXR Summer Series, Rnd 6, Summer Series Finals, Carlsbad Raceway, Carlsbad. Info: 1-888-550-MOTO or www.carlsbadmx.com.

* CALIFORNIA MOTOCROSS - Starwest Super Summer Series, Starwest MX Park, Lake Perris Fairgrounds, Moreno Valley. Info: 909/657-8845 or 909/943-4535.

CALIFORNIA MOTOCROSS - ZLT Racing, Hot Summer Nights, Perris Raceway, Perris. Info: 909/657-7441.

CALIFORNIA OBSERVED TRIALS - "It's Motowest Fun Summer Trials Series," Kids A&B, Novice, Sportsman, Intermediate only, Perris Raceway, Perris. Info: 909/860-1857 or www.itstrials.com.

CALIFORNIA DUAL SPORT RIDE - Assoc. of California Trailriders, Schaad's Resort, Wileyville. Info: 888/ACT-NEWS(228-6397) Toll-Free.

* CALIFORNIA SHORT TRACK/TT SCRAMBLES - Fast Track Ent., Barona Speedway, Ramona. Info: 619/530-2174 or www.flattrack.com.

* FLORIDA MOTOCROSS - South Florida Sports Committee, Pepsi Air Dania MX Park, Fort Lauderdale. Info: 954/321-9422 or pepsiairdaniamx.com.

GEORGIA DIRT TRACK - Southern Dirt Track Series, GFTL Racing, Danielsville. Info: 770/339-3997.

* GEORGIA SUPERCROSS - Georgia Triple Cross Summer Series, Rnd 12, Bremen Race Park, Bremen. Info: 770/941-8464 or 770/537-0219.

* KENTUCKY SHORT TRACK - Paducah Dirt Riders, County Park Lane, Paducah. Info: 502/444-6438.

* LOUISIANA FLAT TRACK - Tripp Enterprises, night time racing, Bayou Kajun Raceway, Dubberly. Info: 318/424-3132.

* MARYLAND MOTOCROSS - Megacross, Paris Dirt Trackers Inc., Blodgett. Info: 901/642-0511 or 573/471-2717.

MISSOURI MOTOCROSS - Sprout Patch MX, Surdyke Series, Rnd 4, Billings. Info: 417/744-2593.

NEW YORK MOTOCROSS - Women's Motocross League, AMA, WML National, Rnd 5, Broome, Binghamton.

OHIO MOTOCROSS - Dirt Country Raceway, AMA, District 11, Blanchester. Info: 513/625-7350 or 513/625-9987.

OHIO CROSS COUNTRY - Youth Bike Grand National Cross Country, Racer Productions, Sunday Creek Raceway, Jacksonville. Info: 304/284-0084.

* OHIO MOTOCROSS - Motocross Racing Association, Delta Raceway, MX Freestyle, night race, Delta Raceway. Info: 419/822-3006.

* OHIO MOTOCROSS - CRA, Malvern Motocross Park, Motox-Night, Malvern. Info: 330/262-4945.

* OKLAHOMA MOTOCROSS - ARP, Ascot Park, night race, Fort Smith. Info: 501/474-1561.

* OKLAHOMA MOTOCROSS - Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

* OREGON MOTOCROSS - CMC Trans-Cal MX Nationals, Rnd 1 PNW, Albany SX Track, Albany. Info: 541/928-4474.

* TEXAS MOTOCROSS - Village Creek Motocross Park, night race, Fort Worth. Info: 817/572-7713 or 483-5028 or www.villagecreekmx.com.

* VIRGINIA SHORT TRACK - Virginia Outlaw Series, Lizard Ridge Raceway, Bedford. Info: 540/586-1824 or 540/464-4606.

* WISCONSIN MOTOCROSS - AMA, District 16, Pine Ridge Raceway, Athelstone. Info: 920/434-7015 or pinemoto@aol.com.

Sun, Aug 29

CALIFORNIA MOTOCROSS - Vintage Evolution MX, SVRG Series, Gorman. Info: 760/744-8052.

CALIFORNIA GRAND PRIX - SRA GP, Perris Raceway, Perris. Info: 714/957-2985.

* CALIFORNIA MOTOCROSS - CMMC, Barona Oaks Raceway, Rnd 14, Ramona. Info: 760/752-8252 or www.baronaocaks.com.

* CALIFORNIA MOTOCROSS - CMC Trans-Cal MX Nationals, Rnd 3 North, Hollister Hills SVRA, Hollister. Info: 415/587-8678.

* CALIFORNIA MOTOCROSS - California Cross Summer Series, Hangtown National Track, Prairie City SVRA. Info: 916/782-8511 or www.californiamotocross.com.

CANADA TRAIL AND DUAL SPORT - Blair Sharpless and Company, Kawasaki Trail Ride and Dual Sport Series, Sunstroke Trail Ride, Ontario. Info: 905/666-9734.

* DELAWARE SHORT TRACK - Delaware Motorsports, Seaford Speedway, Seaford. Info: 302/422-8661.

FLORIDA MOTOCROSS - ProSports USA, Sunshine State MX Championship Series, Motocross of Marion County, Reddick. Info: 352/242-2605.

* IDAHO MOTOCROSS - Owyhee Motorcycle Club, Boise. Info: 208/922-3353.

* ILLINOIS MOTOCROSS - AMA, District 18, Little Egypt Off-Road MC, Trail of Tears Lodge and Sports Resort, Jonesboro. Info: 618/252-2062.

IOWA MOTOCROSS - SD/IA MX Series, Fort Dodge. Info: 515/955-6686.

IOWA MOTOCROSS - AMA, MX Kingdom Inc., Iowa/Nebraska Shootout, Greenfield. Info: 515/285-6910.

KANSAS MOTOCROSS - Whooomaster North Broadway, KORR MX Fall Series, Rnd 4, Wichita. Info: 316/942-8584.

KENTUCKY HARE SCRAMBLES - Mid-South Summer Series, Saddleback East. Info: 615/859-0873.

MARYLAND POKER RUN - AMA, District 7, Antietam MC, Howell Road, Hagerstown. Info: 301/797-8686 or 797-1607 or member.aol.com/antietamc/index.html.

MICHIGAN HARE SCRAMBLES - Bent Wheels Competition Club, Rose Valley Motel, Rose City. Info: 248/814-0624.

MISSOURI MOTOCROSS - Wide-Open Moto-Park, Lebanon. Info: 417/588-9777.

MISSOURI MOTOCROSS - Cycle World, AMA, District 18, Hawk Point. Info: 314/338-4090.

MONTANA MOTOCROSS - High Country Motorcycle Association, Billings.

* NEBRASKA MOTOCROSS - Cornhusker Motocross Circuit, North Platte. Info: 308/345-3744.

* NEBRASKA MOTOCROSS - Great Plains Promotions, White Sands Raceway, Ashland. Info: 402/556-5801 or wsmxpark@worldnet.att.net.

* NEVADA MOTOCROSS - Nevada State Championship Series, Rnd 7, Moto-X-West and Nevada Old-Timers, Fernley International Raceway, Fernley. Info: 775/423-8226.

NEW JERSEY STREET BIKE - 2nd annual Street Bike Wheelie C'ships, Del's Performance Cycles plus Motorcycle Freestyle Jump Competition, Old Bridge Township Raceway Park, Englishtown. Info: 732/446-7800.

NEW MEXICO MOTOCROSS - High Desert Racing Club, AMA, District 45, Aztec. Info: 970/533-9747.

* NEW YORK MOTOCROSS - Broome-Tioga Sports Center Inc., AMA, Mazda Truck 125/250 Pro MX National, Binghamton. Info: 607/849-4438 or www.broome-tioga.com.

* NORTH CAROLINA MOTOCROSS - Victory Sports, AMA, Carolina Ultra Series, Rnd 9, Top Gun MX Park, Iron Station. Info: 423/323-5497 or www.victory-sports.com.

OHIO CROSS COUNTRY - Racer Productions Inc., Sunday Creek Raceway, Jacksonville. Info: 304/284-0084.

* OHIO MOTOCROSS - Kenworthy's GP Club, Kenworthy's MX Park, Troy. Info: 937/335-4763 or www.kenworthysmxpark.com.

* OREGON MOTOCROSS - CMC Trans-Cal MX Nationals, Rnd 2 PNW, Albany SX Track, Albany. Info: 541/928-4474.

OREGON SHORT TRACK - Pat's Acres Speedway, Canby. Info: 503/284-2989.

* WYOMING MOTOCROSS - High Plains Motocross, Casper Dirt Riders, Casper. Info: 307/261-3100.

Wed, Sept 1

* KENTUCKY MOTOCROSS - AMA, Greenup County Fair, Greenup. Info: 740/756-1267.

Thurs, Sept 2

* OHIO MOTOCROSS - AMA, Richwood Fair, Richwood. Info: 740/756-1267.

Sept 3-4

* KANSAS ARENACROSS - AMA, Checkered Flag Productions, Finney County Fairgrounds, Garden City. Info: 940/683-4742.

Sept 3-5

* CALIFORNIA MOTOCROSS - CMMC, Mini Nationals, Barona Oaks Raceway, Ramona. Info: 760/752-8252.

FLORIDA SHORT TRACK - Orange County Raceway, Orlando. Info: 407/381-4001.

ILLINOIS MILE - Pistol Racing, Doppler Downs The Pistol Gardens, Springfield. Info: 217/527-1251 or 507/334-8243 or rgriz2@aol.com.

Fri, Sept 3

CALIFORNIA SPEEDWAY - AMA National Speedway Championship, American Motorcycle Association, Fast Fridays Speedway Racing, Gold Country Fairgrounds, Auburn. Info: 530/878-7223 or speedwaybikes.com.

IOWA MOTORCYCLE SHOW - J&P Promotions, 11th annual Antique Motorcycle Half Mile Flat Track Race, Mississippi Valley Fairgrounds, Davenport. Info: 319/462-6011.

MICHIGAN MOTOCROSS - Milan Cycle City, night racing, Milan. Info: 734/439-7735 or 734/241-1600.

OHIO SPEEDWAY - Lawrenceburg Motorcycle Speedway, Semi-Pro, night race. Info: 513/662-7759.

* OHIO MOTORCYCLE & QUAD RACE - CRA, Wayne County Speedway, Orrville. Info: 330/948-4613 or www.waynecountyspeedway.com.

OKLAHOMA MOTOCROSS - Field of Dreams, Okmulgee. Info: 918/758-0793.

WASHINGTON SPEEDWAY - Budweiser Intermountain Speedway Racers Association Dirt Track Series, Spokane. Info: 208/756-2548 or 208/769-2005.

Sept 4-5

ALABAMA OPEN TRACK DAYS - Club PCS, Talladega Gran Prix Raceway, Talladega. Info: 904/253-2189 or www.pcsdaytona.com/clubpcs.htm.

* KENTUCKY MOTOCROSS - Pro-Am Series, Victory Sports, Rnd 12, AMA, United States Mega Series, Daniel Boone MX, London. Info: 423/323-5497 or www.victory-sports.com.

NEVADA MOTOCROSS - International Old-timers MX, Nevada Old-timers. Info: 253/840-0466 or www.seanet.com/~russr.

Sat, Sept 4

* CALIFORNIA SPEEDWAY - Cycleland Speedway, Chico. Info: 530/342-0063.

FLORIDA SHORT TRACK - FDTRA Series, Orange County Raceway. Info: 407/381-4001.

* FLORIDA MOTOCROSS - South Florida Sports Committee, Pepsi Air Dania MX Park, night race, Fort Lauderdale. Info: 954/321-9422.

IDAHO SPEEDWAY - Budweiser Intermountain Speedway Racers Association Dirt Track Series, Salmon. Info: 208/756-2548 or 208/769-2005.

* INDIANA MOTOCROSS - AMA, District 15, Podium One Motoplex, Charlestown. Info: 812/256-5517 or podium.com.

IOWA MOTOCROSS - Goat Eyewear contingency, SD/IA MX Series, Arthur. Info: 712/367-2331.

IOWA MOTOCROSS - AMA, MX Kingdom Inc., District 22, Dallas County Fairgrounds, Adel. Info: 515/285-6910.

KANSAS MOTOCROSS - Racers Edge MX, Baxter Springs. Info: 417/833-1574.

* KENTUCKY MOTOCROSS - Daniel Boone MX Park, London. Info: 606/877-1364 or www.mxaction.com.

MASSACHUSETTS TRAIL RIDE - New England Trail Ride Association, Nervous Novice Parent-Child, Uxbridge. Info: 860/875-5757.

* MICHIGAN MOTOCROSS - AMA, District 14, Dirt Riders Motorsports, Log Road Motocross, Coldwater. Info: 419/636-5430 or 419/636-7462.

MISSOURI MOTOCROSS - Challenge Trax, CT Fall Series, Rnd 1, Kingsville. Info: 816/779-5020.

MONTANA SPEEDWAY - Budweiser Intermountain Speedway Racers Association Dirt Track Series, Plains. Info: 208/756-2548 or 208/769-2005.

NEW JERSEY MOTOCROSS - Raceway Park Motocross, 7th annual Vet and Vintage Reunion, Kessler Pro Suspension and Montgomeryville Cycle Center in memory of Bruce Zimmermann. Info: 732/446-7800.

NEW JERSEY MOTOCROSS - AHRMA VMX Northeast Regional MX Series, Englishtown. Info: 914/429-9465 or www.vintagemx.com.

* NEW YORK STADIUMCROSS - Frozen Ocean Motocross Park Inc., Auburn. Info: 315/784-5466 or www.frozen-ocean.com.

OHIO MOTOCROSS - Delta Raceway, night racing, Delta. Info: 419/822-3006 or 734/241-1600.

OHIO MOTOCROSS - Dirt County Raceway, AMA, District 11, Blanchester. Info: 513/625-7350 or 513/625-9987.

* OKLAHOMA MOTOCROSS - ARP, Ascot Park, night race, Fort Smith. Info: 501/474-1561.

* OKLAHOMA MOTOCROSS - Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

* TENNESSEE ARENACROSS - Jamestown Motocross Park, Rnd 9, Jamestown. Info: 931/879-8557 or 879-7459.

* TENNESSEE STADIA-CROSS - KTMX, Tennessee State Championship Series, Henry County Fairgrounds, Motorcycle Stuffs Championship Series, Paris. Info: 901/642-0511.

TEXAS MOTOCROSS - Lake Whitney MX, Pro Circuit Series. Info: 254/694-4271.

* TEXAS MOTOCROSS - Village Creek Motocross Park, night race, Fort Worth. Info: 817/572-7713 or 483-5028 or www.villagecreekmx.com.

WYOMING FLAT TRACK - VDTRA All-Stars Flat Track Racing Series, night race, Casper. Info: 719/541-2741.

Sept 5-6

* ILLINOIS DIRT TRACK TT - CI MC, AMA, District 17 Neoga. Info: 309/837-1974 or dirttrack17dir@juno.com.

Sun, Sept 5

ARKANSAS MOTOCROSS - Rad Roosters MX, Prairie Grove. Info: 501/839-2962.

* CALIFORNIA MOTOCROSS - California Cross Summer Series, Hangtown National Track, Prairie City SVRA. Info: 916/782-8511 or www.californiamotocross.com.

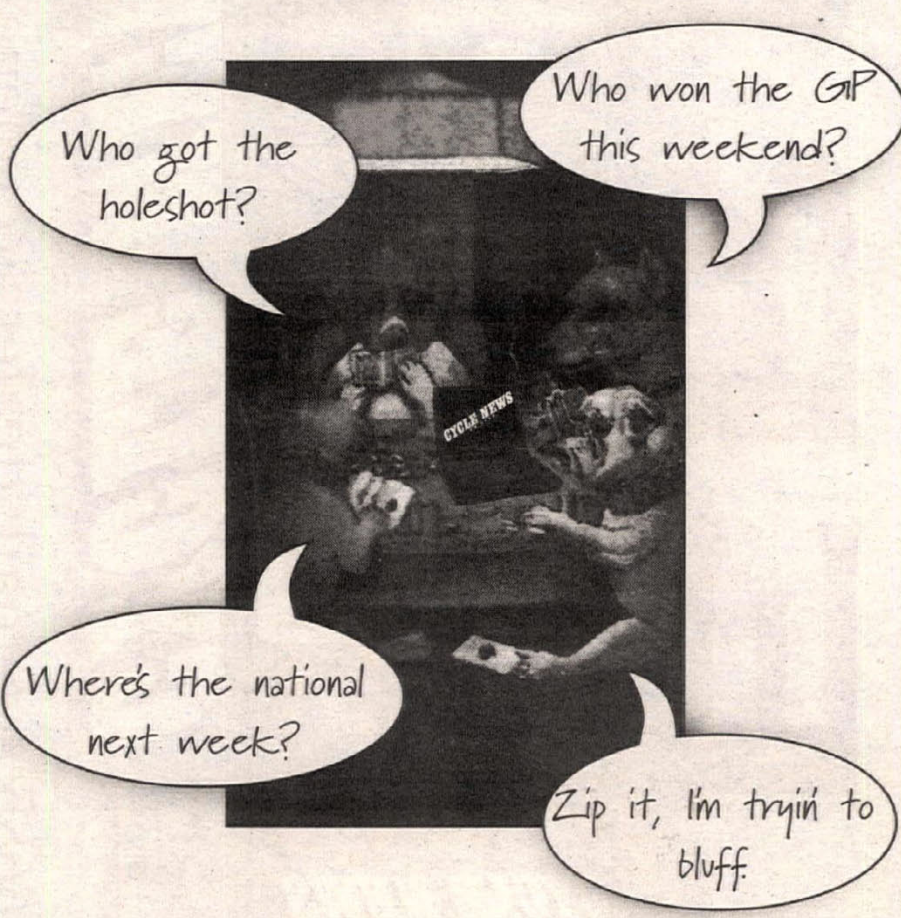
COLORADO MOTOCROSS - High Desert Racing Club, AMA, District 45, Mancos. Info: 970/533-9747.

COLORADO MOTOCROSS - AMA, District 25, Rocky Mountain Motocross Association, Summer Series, Rnd 6, Yampa Valley, Craig. Info: 303/271-0190 or www.mxa.com.

* DELAWARE SHORT TRACK - Delaware Motorsports, Seaford Speedway, Seaford. Info: 302/422-8661.

FLORIDA MOTOCROSS - ProSports USA, Sunshine State MX Championship Series, Dade City Raceway, Dade City. Info: 352/242-2605.

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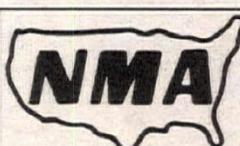
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Thurs Aug 5	MX Practice	8am till dusk
Sat Aug 7	MX Practice	8am till 2pm
Sun Aug 8	MX Practice	8am till 4pm
Thurs Aug 12	MX Practice	8am till dusk

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Sat., Aug. 7	Bounty Hunter	Los Banos, CA
Fri., Aug. 13	Little Okie Summer Series	Madera, CA
Sat., Aug. 14	Bounty Hunter	Los Banos, CA

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Calendar

Calendar listings are a free service for Cycle News readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

IOWA MOTOCROSS - Goat Eyewear contingency, 4th annual Midwest Junior MX Championship, Truesdale. Info: 712/732-2460.

* KENTUCKY MOTOCROSS - Daniel Boone MX Park, Mega Series, London. Info: 606/877-1364 or www.mxaaction.com.

MICHIGAN MOTOCROSS - Baja Acres, Birch Run Road, Millington. Info: 517/871-3356.

* MICHIGAN MOTOCROSS - AMA, District 14, Dirt Riders Motorsports, Log Road Motocross, Coldwater. Info: 419/636-5430 or 419/636-7462.

MISSOURI MOTOCROSS - Buffalo MX. Info: 417/345-6981.

MISSOURI MOTOCROSS - Cycle World, AMA, District 18, Hawk Point. Info: 314/338-4090.

MISSOURI MOTOCROSS - Midwest Motorsports, AMA, District 18, Fall Series, Rnd 1, Kahoka. Info: 660/727-3301.

* NEW YORK MOTOCROSS - CNYMRA, AMA, District 3, Auburn. Info: 315/784-5466 or 784-5517.

* NEW YORK MOTOCROSS - Hunt Moto Park, 10th annual Scott USA Day, WNYMA, Robinson Road, Hunt. Info: 716/476-2697.

OHIO GRAND PRIX - Motocross Racing Association, Delta Raceway, Delta. Info: 419/822-3006 or 734/241-1600 or www.racemra.com.

* OHIO MOTOCROSS - AMA, Vinton Motocross Park, McArthur. Info: 740/756-1267.

* OKLAHOMA CROSS COUNTRY - Anadarko Charity Race, Oklahoma Cross Country Racing Association. Info: 405/390-5227 or members.aol.com/occca.

OREGON SUPER TT - STARS Super TT American Racing Series, Northwest, Rnd 4, Race City USA, Hermiston. Info: 949/768-4626 or www.supertt.com.

PENNSYLVANIA MOTOCROSS - Pro MX National, Belco Inc., Steel City USA, Delmont. Info: 304/284-0084.

TENNESSEE MOTOCROSS - Fort Campbell Motocross Club, Rnd 3, Clarksville. Info: 931/906-5598 or 931/552-3593.

* VIRGINIA MOTOCROSS - AMA, District 13, Rnd 1 U.S. Eastern MX Fall Series, Action Town USA MX Park, Dillwyn. Info: 804/724-4392.

* WYOMING MOTOCROSS - HPMA Series, Rnd 12, Laramie Dirt Riders Inc., Laramie MX Track, Laramie. Info: 307/261-3100.

WYOMING FLAT TRACK - VDTRA All-Stars Flat Track Racing Series, day race, Casper. Info: 719/541-2741.

Mon, Sept 6

MICHIGAN MOTOCROSS - Baja Acres, Jon Houde Memorial Race, Vintage Series, AHRMA Race, Millington. Info: 517/871-3356.

MISSOURI MOTOCROSS - Cycle World, State Series, AMA, District 18, Hawk Point. Info: 314/338-4090.

MISSOURI MOTOCROSS - Midwest Motorsports, AMA, District 18, Fall Series, Rnd 2, Kahoka. Info: 660/727-3301.

* OHIO MOTOCROSS - Smith Road Raceway, Medina. Info: 330/725-8569.

OHIO MOTOCROSS - AMHERST Motocross, Meadowlark, Amherst. Info: 216/988-3133 or 216/988-9100.

* OHIO MOTOCROSS - AMA, Vinton MX Park, McArthur. Info: 740/756-1267.

PENNSYLVANIA MOTOCROSS - Sleepy Hollow MX Park Inc., Fredericksburg. Info: 717/273-1180 or 717/865-5530.

Thur, Sept 9

NORTH CAROLINA ROAD RACE - Southeastern Mini Roadracing Association, Concord Motor Speedway, Concord. Info: 704/932-6179 or 704/784-1767.

Sept 10-12

NEW JERSEY DRAG RACE - AMA, Prostar National Drag Racing Series, Orient Express Racing, U.S. Nationals, Rnd 7, Alco. Info: 256/852-1101.

Fri, Sept 10

* CALIFORNIA MOTOCROSS - KB Racing Promotions, night race, Fall Series, Sacramento Raceway Park, Sacramento. Info: 916/682-6123 or www.jps.net/kbracing.

IDAHO SPEEDWAY - Budweiser Intermountain Speedway Racers Association Dirt Track Series, Meridian. Info: 208/756-2548 or 208/769-2005.

MICHIGAN MOTOCROSS - Milan Cycle City, Milan. Info: 734/439-7735 or 734/241-1600.

MINNESOTA DIRT TRACK - Badger Racing Association, Martin County Fairgrounds, Fairmont. Info: 920/699-3387.

OHIO SPEEDWAY - Lawrenceburg Motorcycle Speedway, Semi-Pro, night race. Info: 513/662-7759.

* OHIO MOTORCYCLE & QUAD RACE - CRA, Wayne County Speedway, Orrville. Info: 330/948-4613 or www.waynecountyspeedway.com.

OKLAHOMA MOTOCROSS - Field of Dreams, Okmulgee. Info: 918/758-0793.

OREGON SHORT TRACK - Pat's Acres Speedway, Canby. Info: 503/284-2989.

Sept 11-12

CALIFORNIA MINI ROAD RACE - Northern California Mini Road Racing Association, Prairie City SVRA, Sacramento. Info: 916/722-5517 or ncmrra@aol.com.

* CALIFORNIA MOTOCROSS - OTHG National Championship, Rnd 4, Hollister Hills MX, Hollister. Info: 209/839-9332 or www.othg.com.

CANADA TRAIL RIDE AND DUAL SPORT - Blair Sharpless and Company, Calabogie, Ontario. Info: 905/666-9734 or www.3sympatico.ca/b-s-col.

* IDAHO MOTOCROSS - Idaho State Series, Owyhee Motorcycle Club, Boise. Info: 208/922-3353.

KENTUCKY DUAL SPORT & TRAIL RIDE - K-T Riders, Golden Pond. Info: 502/522-6624.

* TENNESSEE MOTOCROSS - Pro-Am Series, Victory Sports, AMA, United States Mega Series, Rnd 13, Muddy Creek Raceway, Blountville. Info: 423/323-5497 or www.victory-sports.com.

Sat, Sept 11

ARKANSAS MOTOCROSS - Cleburn County Speedway, Heber Springs. Info: 501/362-6325.

CALIFORNIA SPEEDWAY - Freestyle Jump Contest, Orange County Fairgrounds, Costa Mesa. Info: 949/492-9933.

CALIFORNIA SHORT TRACK AND TT - Lodi MC, AMA, District 36, Lodi Cycle Bowl, Lodi. Info: 209/833-0639 or 209/368-7182.

* CALIFORNIA SPEEDWAY - Speedway Motorcycle Races, Cycleland Speedway, Chico. Info: 530/342-0063.

CONNECTICUT TRAIL RIDE - New England Trail Rider Association, Nervous Novice, Parent-Child, Meriden. Info: 860/875-5757.

* FLORIDA MOTOCROSS - South Florida Sports Committee, Pepsi Air Dania MX Park, night race, Fort Lauderdale. Info: 954/321-9422.

* GEORGIA SUPERCROSS - Outback Range & Recreational Center, Mitchell Run Track, Hazlehurst. Info: 912/375-0765.

* GEORGIA SUPERCROSS - Georgia Triple Cross Fall Series, Rnd 3, Bremen Race Park, Bremen. Info: 770/941-8464 or 770/537-0219.

* ILLINOIS SHORT TRACK - Lamoine Ramblers, AMA, District 17, Macomb. Info: 309/837-1974 or dirttrack17dir@juno.com.

* IOWA DIRT TRACK - Badger Racing Association, Kossoth Fair Grounds, Algona. Info: 920/699-3387.

KANSAS MOTOCROSS - Whoopmaster Jeeps, KORR MX Fall Series, Rnd 5, Wichita. Info: 316/684-7400.

* KENTUCKY TT - Paducah Dirt Riders, County Park Lane, Paducah. Info: 502/444-6438.

* MARYLAND MOTOCROSS AND HARE SCRAMBLES - AMA, District 7, USGP Amateur Day, Budds Creek. Info: 301/994-9555 or www.buddscreek.com.

MISSOURI MOTOCROSS - Sprout Patch MX, Billings. Info: 417/744-2593.

MISSOURI MOTOCROSS - Challenge Trax, CT Fall Series, Rnd 2, Kingsville. Info: 816/779-5020.

NEBRASKA SHORT TRACK - Norfolk Short Track, Norfolk. Info: 402/887-5380.

* NEW YORK STADIUMCROSS - Frozen Ocean Motocross Park Inc., Auburn. Info: 315/784-0466 or www.frozen-ocean.com.

* NORTH CAROLINA MOTOCROSS - NAME, night race, Rolling Hills Cycle Park, Reidsville. Info: 336/342-4492.

OHIO MOTOCROSS - Delta Raceway, night racing, Delta. Info: 419/822-3006 or 734/241-1600.

* OHIO STADIUM MOTOCROSS - CRA/Western Reserve Motorcycle Club, Salem. Info: 330/337-8077.

OHIO ROAD RACE - Ohio YSR League, Circleville Raceway Park, Circleville. Info: 614/755-2484 or oyfers.home.mindspring.com.

* OKLAHOMA MOTOCROSS - ARP, Ascot Park, night race, Fort Smith. Info: 501/474-1561.

* OKLAHOMA MOTOCROSS - Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

* TENNESSEE MOTOCROSS - Jamestown Motocross Park, Rnd 9, Jamestown. Info: 931/879-8557 or 879-7459.

TENNESSEE STADIA-CROSS - KTMXA, Motorcycle Stuff Championship Series, Dyer County Fairgrounds, Dyersburg. Info: 901/642-0511.

* TEXAS MOTOCROSS - Village Creek Motocross Park, night race, Fort Worth. Info: 817/572-7713 or 483-5028 or www.villagecreekmx.com.

* WISCONSIN SHORT TRACK - AMA, Aztalan Cycle Club, Clubgrounds, Lake Mills. Info: 414/297-9367 or 353-5920.

* WISCONSIN MOTOCROSS - AMA, Aztalan Cycle Club, Clubgrounds, Lake Mills. Info: 414/297-9367.

Sun, Sept 12

ALABAMA ENDURO - AMA, SERA, Rockford Men's Club, Rockford. Info: 334/567-3352.

* CALIFORNIA MOTOCROSS - CMC Trans-Cal MX Nationals, Rnd 4 North, Club Moto, Livermore. Info: 415/587-8678.

CALIFORNIA MOTOCROSS - GFI Fall Series, Rnd 1, factory contingency, Perris Raceway, Perris. Info: 909/341-8002.

* CALIFORNIA MOTOCROSS - Salinas Valley Fair, 101 Bowl MX Track, King City. Info: 831/386-1813 or mxtrott@inreach.com.

COLORADO MOTOCROSS - AMA, District 25, Rocky Mountain Motocross Association, Summer Series, Rnd 7, Sweeney Cycle Park, Brush. Info: 303/271-0190 or www.rmx.com.

* DELAWARE SHORT TRACK - Delaware Motorsports, Seaford Speedway, Seaford. Info: 302/422-8661.

FLORIDA MOTOCROSS - ProSports USA, Sunshine State MX Championship Series, Sun State Raceway, Opa. Info: 352/242-2605.

* GEORGIA MOTOCROSS - AMA, Georgia Championship Series, Dixie Motorcycle Inc., Hillbilly Hills MX, Roberta. Info: 912/788-0413.

* ILLINOIS HARE SCRAMBLES - AMA, SOIL Hare Scrambles Series, Splinter Creek Dirt Riders Club Grounds, Fosterburg. Info: 618/235-4777.

IOWA SWAP MEET AND HILLCLIMB - J&P Promotions, Anamosa. Info: 319/462-6011.

KANSAS HARE SCRAMBLES - Whoopmaster Jeeps, KORR Hare Scramble Series, Rnd 6, Wichita. Info: 316/684-7400.

KENTUCKY HARE SCRAMBLES - AMA, Eagle Creek MC Park, Mason Lane, Owenton. Info: 606/472-3442.

* MISSOURI MOTOCROSS - Fall Strack Series, Grain Valley MX Park, Grain Valley. Info: 816/331-6934.

MISSOURI MOTOCROSS - Possum Hollow MX, Halltown. Info: 417/581-1977.

MISSOURI MOTOCROSS - Finger Lakes State Park, AMA, District 18, Columbia. Info: 314/488-3174.

* NEBRASKA MOTOCROSS - Great Plains Promotions, White Sands Raceway MX Park, Ashland. Info: 402/556-5801 or wsmxpark@worldnet.att.com.

* NEW YORK MOTOCROSS - Northeast Classic, CNYMRA, AMA, District 3, Auburn. Info: 315/784-5466 or 784-5517.

* OHIO MOTOCROSS - Sunset Ramblers MC, Series Rnd 4, Galion. Info: 419/562-6931 or 562-7325.

OHIO MOTOCROSS - CRA, Ohio International Raceway, Ravenna. Info: 330/372-1011.

OREGON SHORT TRACK - Pat's Acre's Speedway, Canby. Info: 503/284-2989.

PENNSYLVANIA TRIALS - Mid-Atlantic Vintage Trials Series, Lock Haven. Info: 410/775-7209.

PENNSYLVANIA POKER RUN - Pagoda Motorcycle Club, AMA, District 6, Birdsboro. Info: 610/582-3717.

PENNSYLVANIA GRAND PRIX - AHRMA VMX Northeast Regional GP Series, Plymouth. Info: 914/429-9465 or www.vintagemx.com.

RHODE ISLAND TRIALS - New England Trials Association, Rhode Island Trials Club, Adler's Sand Pit, Chepachet. Info: 781/938-9298 or people.ne.media one.net/trials-neta/index.html.

SOUTH DAKOTA MOTOCROSS - SD/IA MX Series, Sioux Falls. Info: 605/361-2043.

* WASHINGTON MOTOCROSS - AMA, Ballzee Day, Washougal MX Park, Washougal. Info: 541/673-1671 or washougalmx.com.

* WISCONSIN MOTOCROSS - AMA, Aztalan Cycle Club, Sr. MX, Lake Mills. Info: 414/297-9367.

* WYOMING MOTOCROSS - SRAC/ Cheyenne Cycle Club, Cheyenne. Info: 303/988-7722 or 303/989-7436 or www.srac.org.

* WYOMING MOTOCROSS - HPMA Series, Rnd 13, Powder Basin Motocross Track, Gillette. Info: 307/261-3100.

Sept 13-18

PORTUGAL SIX DAYS ENDURO - FIM, Federacao de Motociclismo, Coimbra, Portugal Municipal Stadium, Coimbra. Info: 351-1-353-6690.

Wed, Sept 15

* OHIO MOTOCROSS - AMA, Hocking County Fair, Logan. Info: 740/756-1267.

Thur, Sept 16

* IOWA MOTOCROSS - National Cattle Congress Grounds, night race, Waterloo. Info: 319/234-4375.

Sept 17-18

ALABAMA DIRT TRACK - GFTL Racing, Penton. Info: 770/339-3997.

Sept 17-19

OREGON ROAD RACE - Oregon Motorcycle Roadracing Association, Endurance Race, Vintage Racing. Info: 503/221-1487.

Fri, Sept 17

MICHIGAN MOTOCROSS - Milan Cycle City, night racing, Milan. Info: 734/439-7735 or 734/241-1600.

OHIO SPEEDWAY - Lawrenceburg Motorcycle Speedway, Semi-Pro, night race. Info: 513/662-7759.

* OHIO MOTORCYCLE & QUAD RACE - CRA, Wayne County Speedway, Orrville. Info: 330/948-4613 or www.waynecountyspeedway.com.

OKLAHOMA MOTOCROSS - Field of Dreams, Okmulgee. Info: 918/758-0793.

OREGON SHORT TRACK - Pat's Acre's Speedway, Canby. Info: 503/284-2989.

WASHINGTON DIRT TRACK - Spokane Dirt Track Racing, Airway Heights ORV Park, Spokane. Info: 509/484-4844.

Sept 18-19

* CALIFORNIA ROAD RACE - WSMC Road Racing Series, Willow Springs Int'l Raceway, Rosamond. Info: 805/256-1234 or www.race-wsmc.com.

CANADA MOTOCROSS - International Oldtimers MX, Alberta Oldtimers. Info: 253/840-0466 or www.seanet.com/~russr.

INDIANA DRAG RACE - American Motorcycle Racing Association, 14th annual Indiana All Harley Nationals, US #41 Dragway, Morocco. Info: 317/422-8040.

MICHIGAN ROAD RACE - Great Lakes Road Racing Association, Rnd 9, Grattan. Info: www.glrta.com/schedule.htm.

* NEVADA MOTOCROSS - Rojo Productions/Suzuki RM Cup, Las Vegas Int'l Raceway, Las Vegas. Info: 909/657-6834.

OKLAHOMA MOTOCROSS - AMA Texas/Oklahoma Pro Circuit Regional MX, Cooperland Raceway, Stillwater. Info: 405/743-1515 or www.cooperland.com.

* VIRGINIA MOTOCROSS - AMA, District 13, Birch Creek Fall Classic 4-Stroke National, Rnd 10 Ultra Series, Birch Creek Motorsports Park, Danville. Info: 804/724-4392.

WEST VIRGINIA DUAL SPORT & TRAIL RIDE - Racer Productions, Elizabeth. Info: 304/284-0084.

* WISCONSIN SHORT TRACK - AMA, Aztalan Cycle Club, Clubgrounds, Lake Mills. Info: 414/297-9367 or 353-5920.

Sat, Sept 18

CALIFORNIA SPEEDWAY - Legends of Speedway, Orange County Fairgrounds, Costa Mesa. Info: 949/492-9933.

CALIFORNIA SHORT TRACK AND TT - Lodi MC, AMA, District 36, Lodi Cycle Bowl, Lodi. Info: 209/833-0639 or 209/368-7182.

CALIFORNIA MOTOCROSS - REM Saturday Motocross, Glen Helen, San Bernardino. Info: 619/484-1441.

CALIFORNIA FLAT TRACK - Southern California Flat Track Championship Series, San Diego Flat Track Association Inc., Temecula. Info: 619/277-1591 or tritt@pacbell.net.

FLORIDA SHORT TRACK - Orange County Raceway, Orlando. Info: 407/381-4001.

* FLORIDA MOTOCROSS - South Florida Sports Committee, Pepsi Air Dania MX Park, night race, Ft. Lauderdale. Info: 954/321-9422.

* ILLINOIS HALF MILE - Prairie Thunder MC, AMA, District 17, Menard County Fairgrounds, Petersburg. Info: 309/538-4602 or dirttrack17dir@juno.com.

KANSAS MOTOCROSS - Racers Edge MX, Baxter Springs. Info: 417/833-1574.

MICHIGAN SUPERCROSS - Michigan State Fair Supercross Series, Muskegon County Fair, Muskegon. Info: 616/924-5778.

MISSOURI MOTOCROSS - Challenge Trax, CT Fall Series, Rnd 3, Kingsville. Info: 816/779-5020.

NEW MEXICO FLAT TRACK - VDTRA All-Stars Flat Track Racing Series, day race, Ruidoso. Info: 719/541-2741.

* NEW-YORK SHORT TRACK - AMA, Square Deal Riders Motorcycle Club, night race, SDR Raceway, Harpursville. Info: 607/722-6195 or 607/693-2634.

OHIO MOTOCROSS - Delta Raceway, night racing, Delta. Info: 419/822-3006 or 734/241-1600.

OHIO MOTOCROSS - Dirt Country Raceway, AMA, District 11, Blanchester. Info: 513/625-7350 or 513/625-9987.

OHIO SHORT TRACK - 100cc Vintage Flat Track Club, Thornville. Info: 740/929-4229.

* OHIO SHORT TRACK - Honda Hills, Honda Hills Road, Thornville. Info: 740/323-3766.

* OHIO MOTOCROSS - AMA, Guernsey County Fair, Old Washington. Info: 740/756-1267.

OKLAHOMA MOTOCROSS - Cooperland Raceway, Fall Classic, Stillwater. Info: 405/743-1515.

* OKLAHOMA MOTOCROSS - ARP, Ascot Park, Night Race, Fort Smith. Info: 501/474-1561.

* OKLAHOMA MOTOCROSS - Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

* PENNSYLVANIA SHORT TRACK - AMA, Armin Hostetter Trail-Way Speedway, Hanover. Info: 717/359-4310 or www.trail-wayspeedway.com.

PENNSYLVANIA MOTOCROSS - SR/Vet National, Racer Productions Inc., High Point Raceway, Mount Morris. Info: 304/284-0084.

PENNSYLVANIA MOTORCYCLE DRAG RACING - Orient Express Powersports, Superbike Mike/Billet Big Blocks, Numidia Raceway, New Buffalo. Info: 717/834-9291.

* TENNESSEE MOTOCROSS - Jamestown Motocross Park, Rnd 10, Jamestown. Info: 931/879-8552 or 879-7459.

TENNESSEE STADIA-CROSS - KTMXA, Henry County Fairgrounds, Motorcycle Stuff Championship Series, Paris. Info: 901/642-0511.

* TEXAS MOTOCROSS - Village Creek Motocross Park, night race, Fort Worth. Info: 817/572-7713 or 483-5028 or www.villagecreekmx.com.

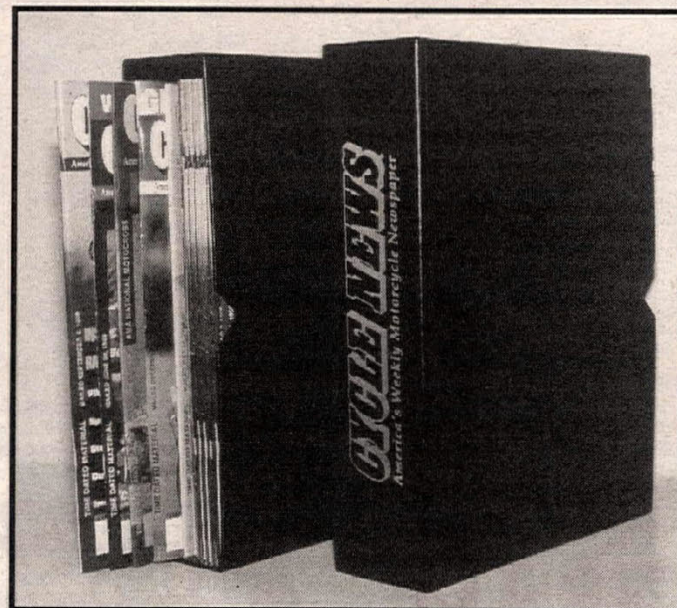
* VIRGINIA MOTOCROSS - AMA, District 13, Birch Creek Motorsports, Rnd 2 US Eastern Fall Series, Danville. Info: 804/724-4392.

Sun, Sept 19

ARKANSAS MOTOCROSS - Rad Roosters MX, Prairie Grove. Info: 501/839-2962.

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Event date: _____

Type of event: _____ Pro Payback: ☐ Yes ☐ No

Event sanction/promoter/sponsoring club: _____

Location of event: _____

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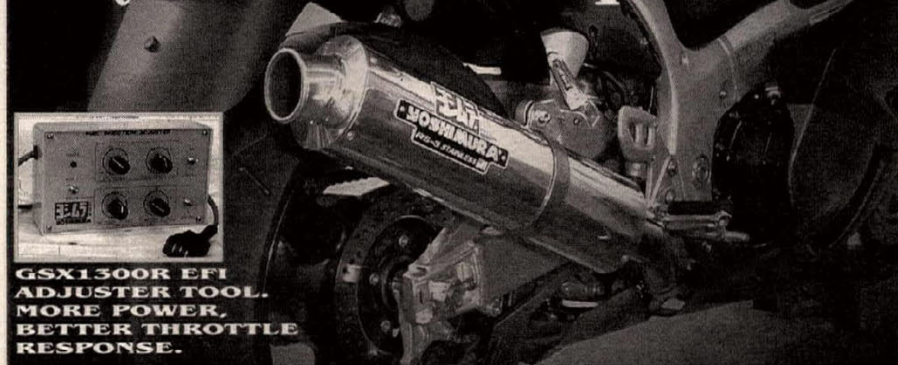
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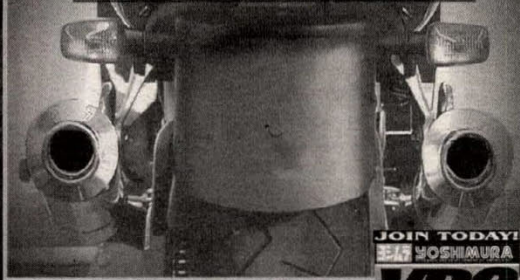
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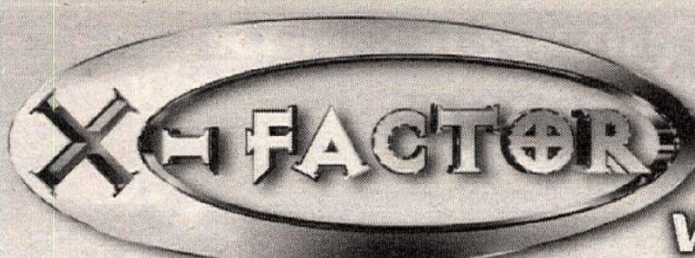
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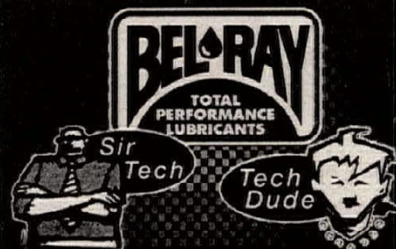
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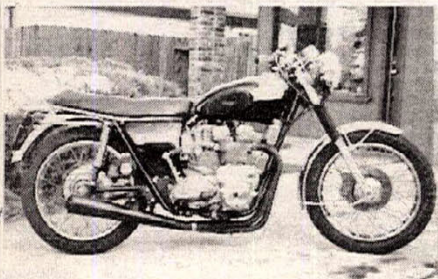
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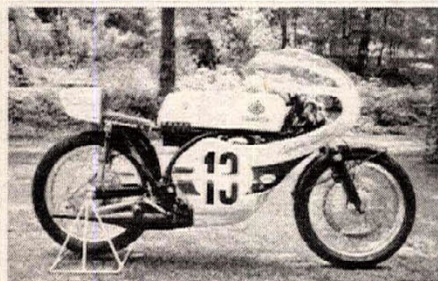


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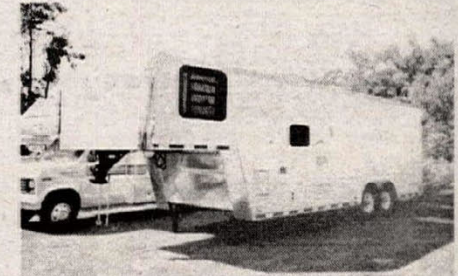
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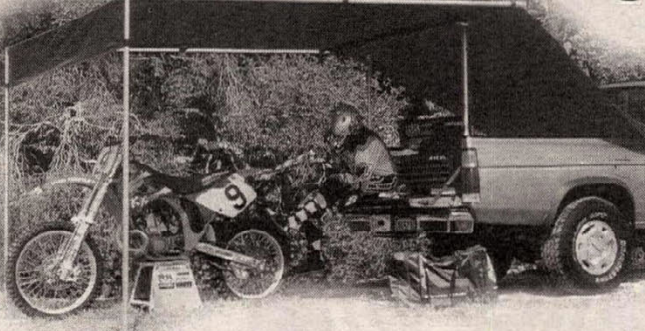
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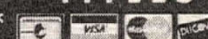
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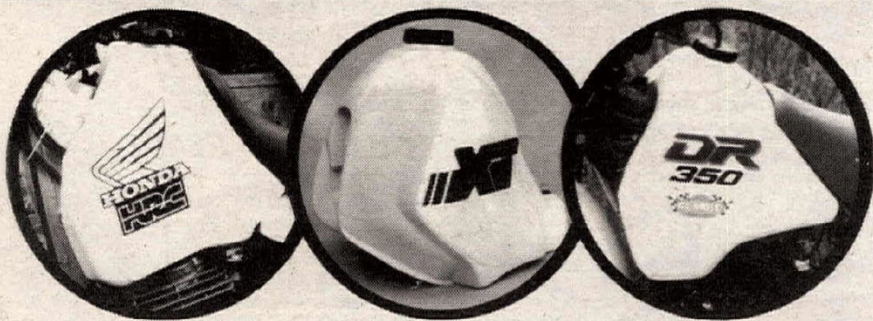
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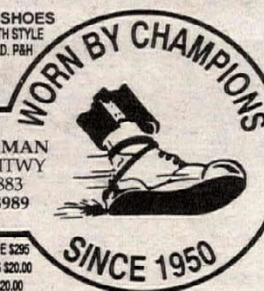
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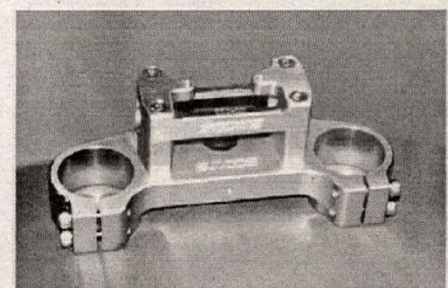
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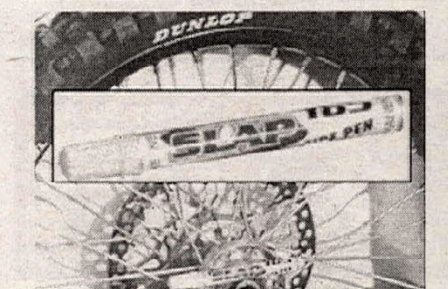
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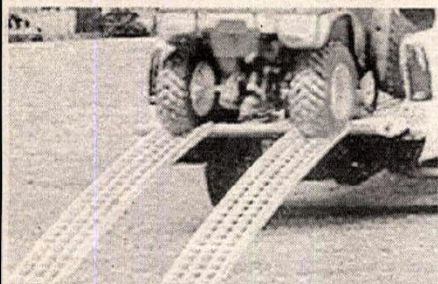
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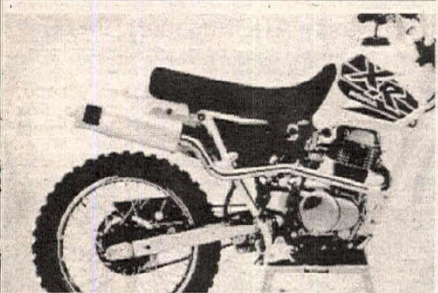
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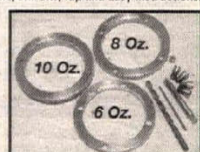


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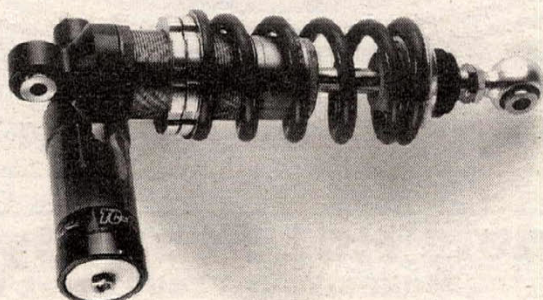
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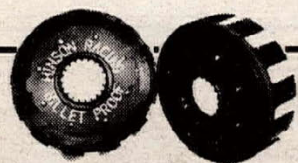
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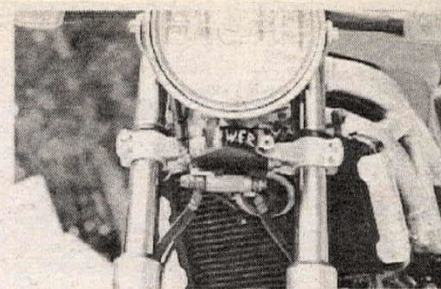
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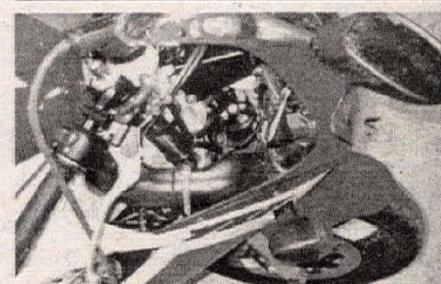
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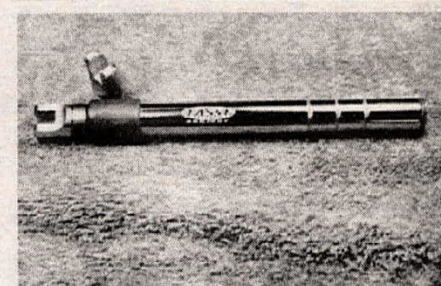
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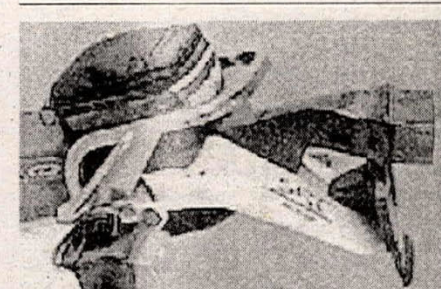


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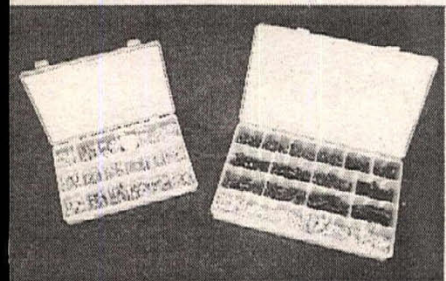
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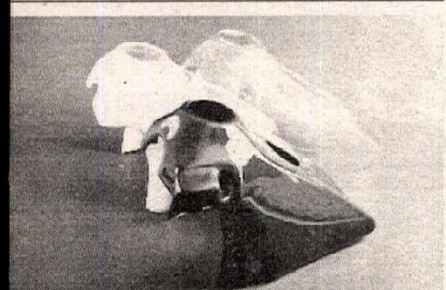
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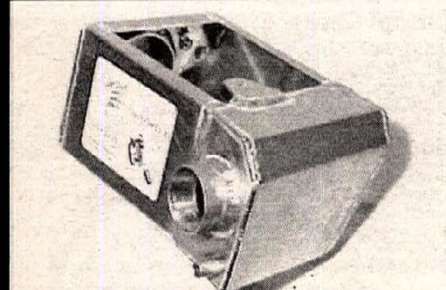
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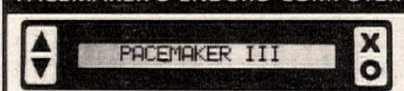
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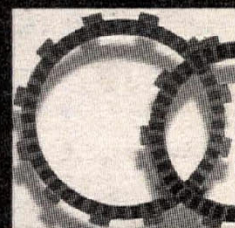
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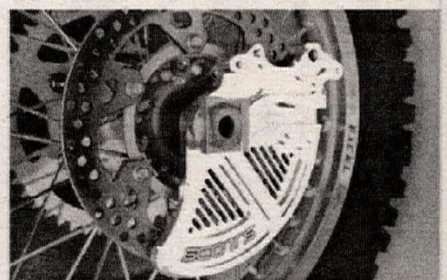
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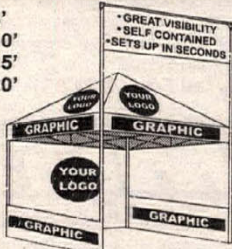
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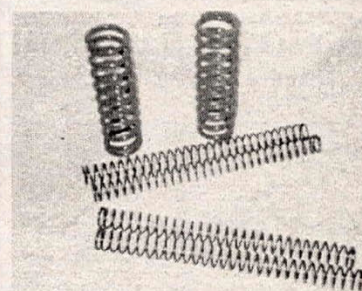
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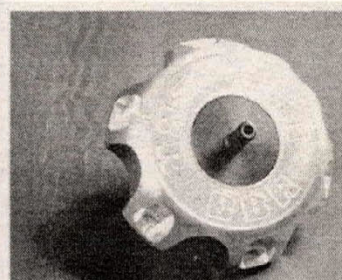
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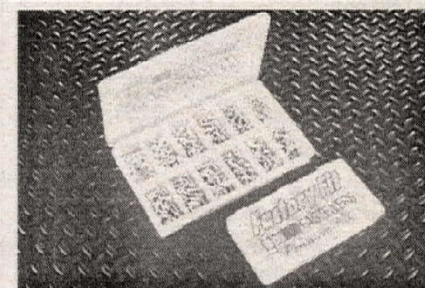
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Time to cue the music - the game of musical chairs is about to begin. We must start at Honda with Mick Doohan. As this is being written, Doohan is rehabbing his broken body somewhere near Palo Alto, California. He will be there until early next month, after which he'll return to Monaco, where he will be greeted by his girlfriend, Selina, his infant daughter, Alexis with two "I's" (his response to why the baby girl's name has two "I's": "I don't make the rules."), and a slew of rumors.

The speculation the five-time 500cc World Champion will face centers around what he'll be doing next year. His options seem limitless, which is how it should be, given that he's the second most prolific 500cc racer of all time and still nearly unbeatable when healthy.

To this point, he's been cautious in assessing his future. Others, with far less insight and the occasional axe to grind, have been less reticent.

The rumor that wouldn't die at the recent German Grand Prix was that he'd be running - but not riding for - a 500cc team backed by Winfield, an Australian cigarette brand which has been a personal sponsor of his for some time. The irony of the fittest man in the paddock shilling for tobacco money is lost on very few. (When asked about this same conundrum years ago, Kenny Roberts replied something to the effect that he wasn't advocating the use of cigarettes, but please use our brand if you must - an artful dodge, and much better than saying if you'd forsaken your sanity and had to smoke, knowing what we've known for the past 30 years, then would you please be so kind as to indulge our spikes for all of your emphysema, low birth-weight, lung- and throat-cancer needs? Fair enough.)

Aprilia's Valentino Rossi is the rider Doohan seems to covet, at least according to what Rossi said in a press release in Germany, though the Italian showman equivocates with the unctuous sincerity of a presidential hopeful. He said he had three offers and Doohan's was the least likely. After taking the pole position the day before winning the race, his fifth of the year, he said he preferred to stay in 250s, and little else.

In his Aprilia-approved statement, the colorful and now skin-headed Italian listed his choices in order of probability as: staying with Aprilia in the 250s, some-

thing the Italian team will do everything in their power to facilitate, but may have less muscle should he win the title this year; a seat on the factory Repsol Honda team, generally considered the best in the business; or the offer from Mick.

If recent history is any indication, taking Doohan's offer would be tricky. The last multi-time 500cc World Champion to run a front-level 500cc team is now mostly out of racing, having become disillusioned. It made him realize he'd gotten into it too soon and had other things he wanted to do with his life. Concurrently, Yamaha had decided the premium for his name was too high and the sponsorship he brought to the enterprise too low.

Wayne Rainey was as great a champion as we will ever see. But that same drive, that same perfectionism, ill suited him for team management, given the temperament and lack of will of his riders. What he belatedly discovered is that he could not make them him, and that it didn't replace the ineffable joy of riding, and he grew quickly frustrated by the exercise.

Doohan is at least as driven as Rainey, and we don't know what he'll make of the young riders he'll have to employ. Nor do we know what sort of team he could put together, given the limited field of truly competent engineers and mechanics. Since he's been with Honda, the very likable Jeremy Burgess has been Mick's more-than-able crew chief, and also the man behind Wayne Gardner's 500cc World title in 1997. Asked if he would continue to work for Doohan, Burgess, one of the most genial men in the paddock, replied, "I don't work for Mick Doohan," the inference being that he worked for Honda Racing Corporation, and had for over a dozen years. He'd certainly be a fool to leave.

If Rossi does move to 500s, and there's no question he will some day, the Repsol Honda team is as good as it gets. But that leaves Doohan without a rider, if indeed he's going to run a team.

Rumors have been rampant that it's not going to be funded by Winfield money but backed by Shell, the same oil giant that currently backs a 250cc GP team in which he has part interest. Don't bother asking him about the Shell connection. Since he rides for Repsol, the biggest oil company in Spain, there's lit-

tle chance you'll get much of an answer. Judging from one of the more interesting rumors that was floated in Germany, he may have no choice but to go with Shell.

Fellow Aussie and 500cc World Champion Wayne Gardner was said to be exploring the possibility of team ownership, and is said to be chasing the same Winfield money that Doohan covets. But Gardner could have a better shot. The money would be for a World Superbike team, the bikes would be the all-conquering Ducatis, and the riders would be a pair who years ago rode as Winfield Honda teammates in their native Australia, Anthony Gobert and Troy Corser. According to Gobert's Vance & Hines Ducati team, one way or another, the Australian is gone after this season.

Assuming Doohan gets some money, and there are other avenues to explore - he's known to be good mates with the boss of Qantas, the Australian national airline - who would he get, if not Rossi? Daryl Beattie's name surfaced in Germany.

Beattie, you'll recall, quit racing after a horrible few seasons with the Lucky Strike Suzuki team. They were horrible for various reasons; the bike was horrible and Beattie was beaten up too much by spills in testing and the races. After more than a year off, he's keen to get back in the saddle. How good is he? And would you stake your \$5 million claim on him?

The next rider whose name is being thrown into the gristmill is Castrol Honda's Colin Edwards II. Edwards has been pining to ride a 500 for years, and the World Superbike tour was the quickest route, he thought. There was a time when it was believed he was the heir apparent at Yamaha. Then he went to Honda and it all changed. It's possible that he, too, may end up at Repsol, but Doohan's team would be a good second choice. Regardless of his occasionally prickly temperament, the knowledge Doohan could impart to a younger rider goes beyond encyclopedic.

Repsol will certainly keep Alex Criville, regardless of whether he wins the 500cc title, which he seems certain to do, though he is the rider Doohan must have if he wants to be as successful a team owner as he was a rider. Aside from Kenny Roberts Jr., who we'll get to later, there is no other rider capable of consistently winning races. Criville will

certainly be negotiating from a position of strength, and the dour Spaniard said his relationship with Doohan has improved over the years, and that he's continued to be helpful since his accident at Jerez, in May.

Repsol Honda's Japanese connection Tadayuki Okada is a question mark. This year he's won one race, but there are many who think he's only retained his seat by virtue of birthright, and that there may be someone more deserving in the pipeline.

Yamaha will have the same two riders, Max Biaggi and Carlos "Chubby" Checa. Both are on two-year contracts, which is a very good thing since Chubby has crashed the ill-handling Yamaha 19 times in nine races. Amazingly, he hasn't been badly hurt. A rider for a rival team said he'd heard (can we get more removed from the source?) that Marlboro, as a condition of their Yamaha sponsorship, mandated that the bike have more top speed, which it does - but getting there is another story entirely, especially if you have to go through a corner to do it.

Suzuki will retain Kenny Roberts Jr., who team manager Garry Taylor wisely tied up with a two-year contract. Otherwise, his name would be the most widely bandied about. To those who weren't paying attention for the past three months, he's been the surprise of the season, winning three races and standing second to Criville in the championship. To the rest, his hard-earned success was a just reward for surviving two years on the Modenas. Suzuki's second rider, Nobuatsu Aoki is in the second year of a two-year deal. This year has been a vast disappointment, the Japanese rider crashing often and taking himself out of the championship early in the season. Suzuki needs a second rider, and possibly a Japanese one, since, in lieu of outside sponsorship, the factory pays all the bills. Whether Aoki is the one is yet to be determined.

The others face uncertain futures. Kanemoto Honda's John Kocinski keeps asking what kind of money AMA Superbike riders make and what opportunities exist in his homeland. There's still something to prove, but he may be running out of time and money, and would justifiably command top dollar on the American tour, where the turnover is expected to be high. **CN**

Looking Back

30 YEARS AGO... AUGUST 19, 1969

Our 1970 Road Test Issue certainly featured its fair share of motorcycle intros and evaluations. Found inside were a comparison among the three-cylinder road rockets of BSA and Triumph, Kawasaki's Mach III two-stroke triple, and the Honda CB750 and Munch Mammoth fours... We showed you photos of the entire 1970 Harley-Davidson model lineup, which included a boattail Sportster and Harley's new trail/desert racer, the Baja 100... Our *Cycle News* Trail Safari feature pitted several new under-125cc trail bikes against one another. Among them were a Yamaha 100, Jawa 90, Sachs 125, Bultaco Sherpa S 125, Zundapp KS100 Scrambler... We got to swing a leg over the 250cc and 380cc Greeves Griffons, which eschewed the company's famous Ribl lever design in favor of conventional telescopic forks... We showed you how to set up a Yamaha DT1-B for desert competition, and also tested the new Yamaha 350 5-port and the Honda CB350 Super Sport.



20 YEARS AGO... AUGUST 15, 1979

Avisiting Kenny Roberts (Yam) romped to victory in both legs of the SCRAMP Champion Spark Plug 200 for Formula 750 machinery at Laguna Seca. Roberts beat Rich Schlachter (Yam) and David Aldana (Yam) in the first leg, and then came back to outrun Gene Romero (Yam) and Frenchman Michel Frutschi (Yam) in the second leg. Roberts took the overall win, while Schlachter was second overall and Aldana was third overall... Rick Hocking (Yam) won the Santa Fe Short Track, while Jay Springsteen (H-D) finished second and then went on to win the Peoria TT the next day, thus cutting 14 points off the lead pace of Steve Eklund and keeping Springsteen's hopes alive for a fourth consecutive Grand National title... Broc Glover swept both 125cc motos, and Rex Staten (Yam) went 1-2 in the Open class, giving both of them the overall in their respective classes at the Houston, Texas, round of the AMA 125/500cc National MX Series.

10 YEARS AGO... AUGUST 9, 1989

Randy Hawkins (Suz) captured his third AMA National Enduro win of the season at the Pole Pen National Enduro in Goodman, Mississippi. Jeff Russell (Yam) was second overall, and Kevin Hines (KTM) was third overall... We got to take a spin on a radical sportbike with an American heart, the Buell RR1200, which featured such tricks as a geodesic space frame and Uniplanar engine-mounting system to reduce vibration from the 1200cc Harley-Davidson Sportster powerplant... Dave Thorpe (Hon) climbed back atop the FIM 500cc World MX Series points standings with a win at Farleigh Castle in England. Jeff Leisk (Hon) was second overall, and Kurt Nicoll (Kaw) was third overall... FMF Racing assisted us in putting more spice into our 1989 Suzuki RM125 test bike. The addition of FMF's pipe, silencer and manifold/reed cage gave the little RM an incredible power spread. **CN**





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